CYCLE NEWS®

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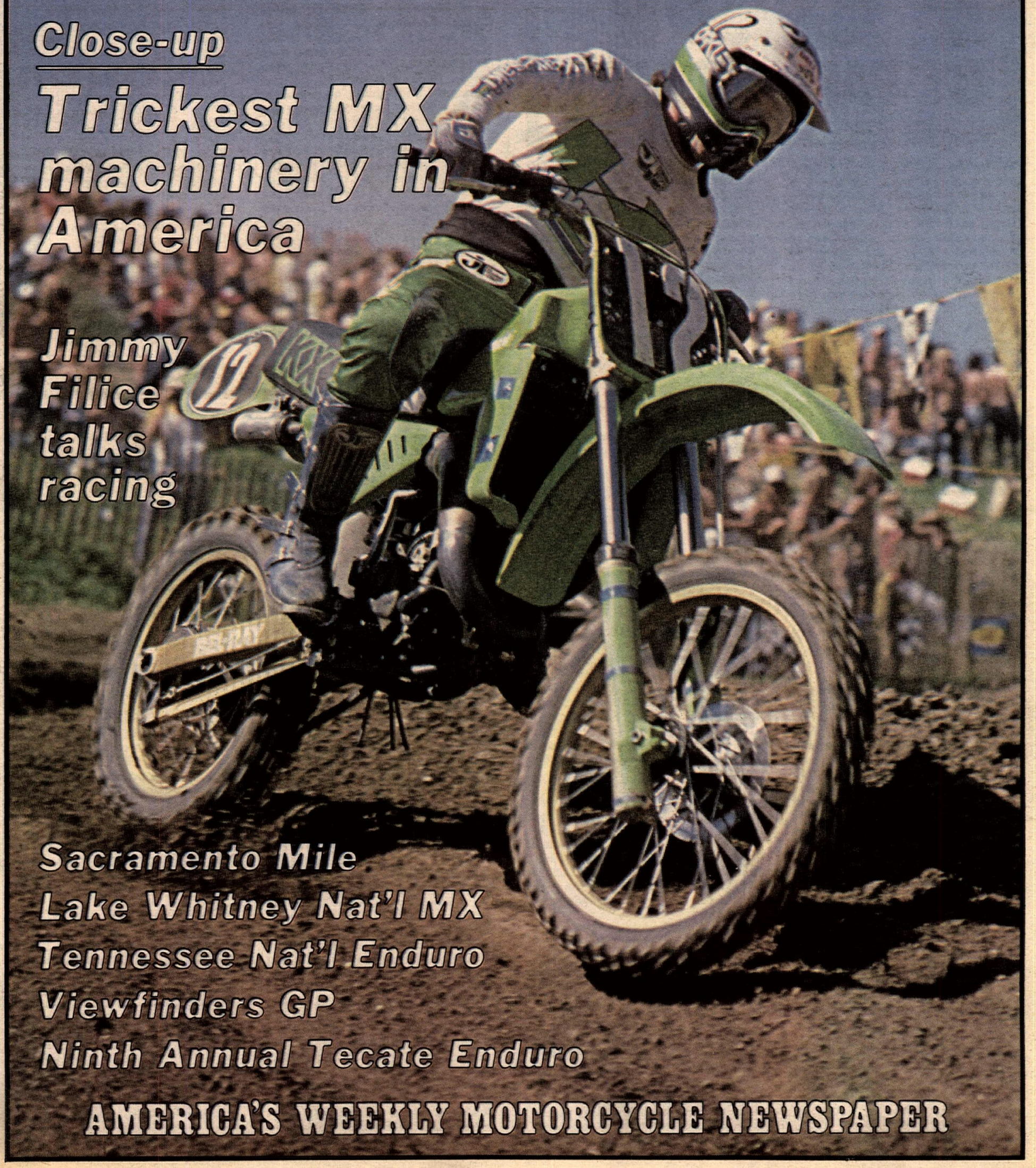


Close-up

Trickest MX machinery in America

Jimmy Filice talks racing

Sacramento Mile
Lake Whitney Nat'l MX
Tennessee Nat'l Enduro
Viewfinders GP
Ninth Annual Tecate Enduro

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

"What we were trying to do is just get the thing running, and that's as far as we've gotten," said Roberts/Lawwill Racing's Mert Lawwill when asked about progress on the Yamaha 750 V-twin. "There was so much more to do — the brakes had to be put on, the seats had to be put on, the number plates — so I said 'There's no way we can take the time to tune this up, and get the rest of the coachwork done on it and make the event without coming out here and having nuts and bolts fall off all the way around the race track.' There was simply not enough time." So Roberts/Lawwill Racing riders Mike Kidd and Jimmy Filice rode Harley-Davidsons at Sacramento, finishing fourth and fifth. "We're not really factory Yamaha; the race team is Roberts/Lawwill Racing. It's up to us to get as many points as we can for our guys, and whatever we have to use, we have to use," said Lawwill. Lawwill also said the Yamahas will be ready for the May 3 San Jose Mile.

Date change! Date change! The final race in the 1981 AMA Supercross Series, the San Diego event, has been rescheduled for Nov. 14. The original date was Oct. 24. Don't forget to mark it on your calendar!

What's PRS? It's yet another single shock rear suspension system, this time from Montesa. Their shock sits behind the swingarm pivot mounted vertically with the shock bottom attached to the swingarm. The top of the shock is connected to a rockerarm and the other end of the arm is connected to a strut that reaches back past the shock to the left side of the swingarm. Confused? We'll try to round up a photo for you. PRS stands for Progressive Rear Suspension, and a fellow by the name of Toni Arcarons will be piloting a 250cc version of the Montesa PRS in the GPs.

Some major changes are taking place at the NMRA. Effective April 15, Darwin Doll, Executive Director, leaves to assume a new position at the Penske Corporation. Jim Harris and wife Dianne will assume full responsibility for the National Motorcycle Racing Association program. The NMRA offices have been relocated to Jamestown Route, Columbia, KY. The new phone number is as follows: 502/384-5192.

Sequoia National Forest Supervisor Joe Brown announced a proposal to close either seasonally and/or permanently 11 additional Off-Road Vehicle Trails. The proposed closure would affect 47 miles of trail and 1,000 acres of presently open area. Public comment is invited until May 1. Send those letters to Sequoia National Forest, 900 W. Grand Ave., Porterville, CA 93257. Or phone 209/784-1500.

A personal appearance by the Easter Bunny is promised to all speedway fans who attend the April 19 Easter Sunday race at Inland Motorcycle Speedway. There'll be about 1,000 balloons for kids under 13, and the bunny himself will pass them out for free. The under-13 gang pays no admission on Easter, either. Don't miss a chance at winning a $100! The IMS Easter Hat Contest requires that you start with an official speedway hat, then decorate it anyway you choose. (The promoter, however, reserves the right to disqualify any questionable entries; let's keep it a family show.)

***Wheelyin' With The King*, co-authored by Wheelie King Doug Domokos and Len Weed, is now completed and on sale. Approximately 300 photos, including some mind benders of Domokos dragging the taillight of his KZ1300 Kawasaki, show every way to wheelie that you could possibly imagine. Almost. Books are available by mail order through Cleansheet Enterprises, P.O. Box 241, Tarzana, CA 91356. They cost $9.95 (California residents add 6% sales tax) plus $1.50 postage.**

Louisiana's Dusty Wheels M.C. will host the May 31 Redneck National Enduro, and flyers should be in the mail now. Got yours? If not, contact Dusty Wheels M.C., P.O. Box 7562, Shreveport, LA 71107, or phone 318/929-2110 evenings. All finishers will receive a custom-made belt buckle.

Ready for the May 3 Daido/D.I.D San Jose Mile? That's where Team Harley-Davidson will finally meet Team Yamaha and Team Honda at the same time on the mile track. Honda was hurting for horsepower at Sacramento; Yamaha wasn't ready. San Jose is the first real test. For ticket info, dial 408/438-3211. Please tell 'em you read it in *Cycle News*.

Mike Bast and Ken Maely have teamed up again to present a two-day speedway school at the Maely goose ranch. This time, however, the format has been changed so that the two days will fall on two consecutive Saturdays rather than a Saturday/Sunday weekend program. Tentative dates are next Saturday (Easter Weekend) April 18, April 25 and May 2. If you're interested, phone Judy Maely at 714/735-0540. They'd like to run on the April 18 and 25 dates, but if you feel strongly against going to school on Easter Weekend, perhaps they'll reschedule it. Bast also has arranged for students to receive special discounts on helmets and leathers from his sponsors.

OK. This time we're going to do it right. DG Performance's *correct* new address is 1230 La Loma Circle, Anaheim, CA 92806, not 1730 La Loma as we listed it last week. Their new phone number is 714/630-5471. The ad flake who wrote Papa that original note is presently undergoing penmanship therapy with special concentration on "2's" and "7's."

Kansas City, MO's Arrowhead Stadium will host the May 2, Second Annual Mr. PiBB Superbowl of Motocross, event number 10 in the 12-race 1981 AMA Supercross Series. And here's the clincher: Ticket prices for the 1981 event are actually lower than last year's! Tickets are available for $6, $9, $12 and $15, and you may get them at Capital Ticket Outlets, Sears Stores, participating K.C. Suzuki dealers and the Arrowhead Stadium Box Office. Or you may phone the Ticket Charge Line at 816/753-6617. On the day after the Pro race, Amateurs will take to the track for the CRC Amateur Supercorss. Tickets for the CRC race will be available at the gate.

Here's a classic Bob Hannah story from the verbal treasure chest of announcer Larry Huffman: "When I MC'd the Seattle Supercross press conference, Bob related the following true story. It seems that he and his buddies have built their own motocross practice track on public land outside of Lancaster, CA. We interviewed Hannah there while filming *On Any Sunday II*. Anyway, whenever Hannah gets tired of a jersey, helmet or pants, he just gives it away to one of his riding buddies and gets another one for himself. Hence, when you go out to his track, you see a dozen guys wearing Bob Hannah leathers racing around! Two weeks before Seattle, Hannah and his friends were practicing on the track when a sheriff's jeep pulled up with a loudspeaker. The deputy leaped out of the jeep, grabbed the p.a. system microphone and yelled, 'You people are trespassing on government land. Now we know that only one of you is really Bob Hannah, and we know we can't catch him. But, by God, we're gonna get the rest of you!'"

Kawasaki Motors Corporation President, Seiji Yamada announced that Vice President of Sales, Chuck Larsen has been elected to KMC's Board of Directors. Larsen joined Kawasaki in 1968 and has served as District Sales Manager, General Sales Manager and Marketing Manager during his career.

The Green Diamond Series — dirt track events held at Bolado Park in Hollister, CA and at Hills Ferry Speedway in Modesto, CA — kicks off with the April 18-19 short track races at Bolado. There's a $2,000 purse up for grabs at the Saturday night event with a $1,000 Pro-Am Challenge slated for Sunday's afternoon race. Admission for adults will be 16; kids watch for $3. The Hills Ferry races are slated for May 16-17. For info, call 408/463-0548 or 415/435-3805.

ESPN will broadcast the Yamaha Gold Cup Supercross, Part 1, on Friday, April 17, at 7 p.m. in SoCal. Part 1 will show the controversial pass made by Bob Hannah on Mike Bell in their heat race that resulted in Bell being forced off the track after being struck by Hannah's bike. According to Pace's Hugh Cohn, who produced both segments, ESPN was "raving" about the show and have signed to tape both days of this month's Pontiac Supercross as a result of the interest in the Seattle event. Larry Huffman anchored, Ted Otto served as color commentator. ESPN's "Spotlight on Sports" is seen in Southern California on Times Mirror Cable Television. Part 2 of the Seattle Supercross will be aired the following Friday night, April 24, at 7 p.m. If you like it, write Times Mirror Cable TV, 2381 Morse Ave., Irvine, CA 92714.

Tom White of White Bros. informed us that White Bros. bikes took the first three places in the four-stroke exhibition race at the Saddleback National last weekend with a Honda, a Suzuki and a Kawasaki. Good going guys.

The 1981 AMA 125cc Women's Nationals will be held June 20 at Carlsbad Raceway, Carlsbad, CA, the day before the USGP. ABC's *Wide World of Sports* will be there again this year to film this race for 125cc Expert Women *only*. The rest of the women's classes will meet Aug. 30 at Carlsbad for the regular Women's Motocross Nationals. For more info, call 714/560-0426 or 462-9395.

Yamaha rider Phil Oveland was the big winner as the Yamaha Perpetual Gold Cup Series got underway at Clarks Branch MX in Roseburg, OR on Apr. 12. Over 300 riders including nearly 100 Pros, showed up from all over the Pacific Northwest and surrounding states to participate. Oveland won the Open Pro battle over Ron Sun (Hon) with Larry Hooper getting third. In the 250s, Oveland came out on top in a close race with Kevin Jansen (Kaw) while Warren Hickman (Yam) got the show position. Bill Joyce (Suz) topped the 125s over Gary Kuest (Hon) and Jeff Cropper (Yam). Complete coverage next week.

The place for Texas motocrossers to be on Easter Sunday, Apr. 19 has got to be Conroe Motocross Park, about a half hour north of Houston. It's round two of the Tex-AMA Series for both Amateurs and Semi-pros. They'll run the regular night motocross on Saturday and on Sunday, there'll be sunrise services, Easter eggs and favors for mothers. For more series info, give TC Racing Enterprises a call toll free at 800/252-9722. A night phone is also available: 512/837-3111.

Former dirt track tuner/sponsor Tommy Conner of Austin, Texas, has done a complete 180 degree turn-about and is now promoting AMA sanctioned MX events in Texas. "I'm really enjoying myself," said Conner. "I believe there is room for tremendous growth of AMA racing in Texas and I'm working hard to do my part. I used to say if I was ever cut I'd bleed (Harley-Davidson) orange and black, but now I'm almost totally out of the dirt track end." Conner is presently working full time putting together a four race Tex-AMA MX series stretching through the month of April. One of

Conner's innovations is a toll free information number (1-800/252-9722) for riders.

The National Motosports Association's Apr. 10-12 World Mini GP at Saddleback Park saw two regular Yamaha pilots taking the two Yamaha Race of Champions victories. In the event utilizing YZ80s, Arizona's Troy Blake took top honors over Todd Campbell and Sam Storer. In the race with YZ60s, Mouse McCoy defeated Ronnie Tichenor and Scott Brown. In the 83cc Expert run-offs, Kawasaki's Storer won the Stock class, while Yamaha rider Blake took the Modified laurels. Rick Hemme (Suz) won the 105cc Open class, while Kawasaki-mounted Curt McCuistion took both the Stock and Modified 125cc Expert wins. Coverage next week.

The Saddleback Hillclimbers Association hosted a hillclimb Apr. 12 at Saddleback as part of the Cyclerama activities. Kerry Peterson was one of the big winners on the day, capturing the Open Exhibition class on a Triumph, and the 386-600cc Exhibition class on a Jawa. Clyde Peterson, also riding a Jawa, won the 0-385cc Exhibition class. Coverage next week.

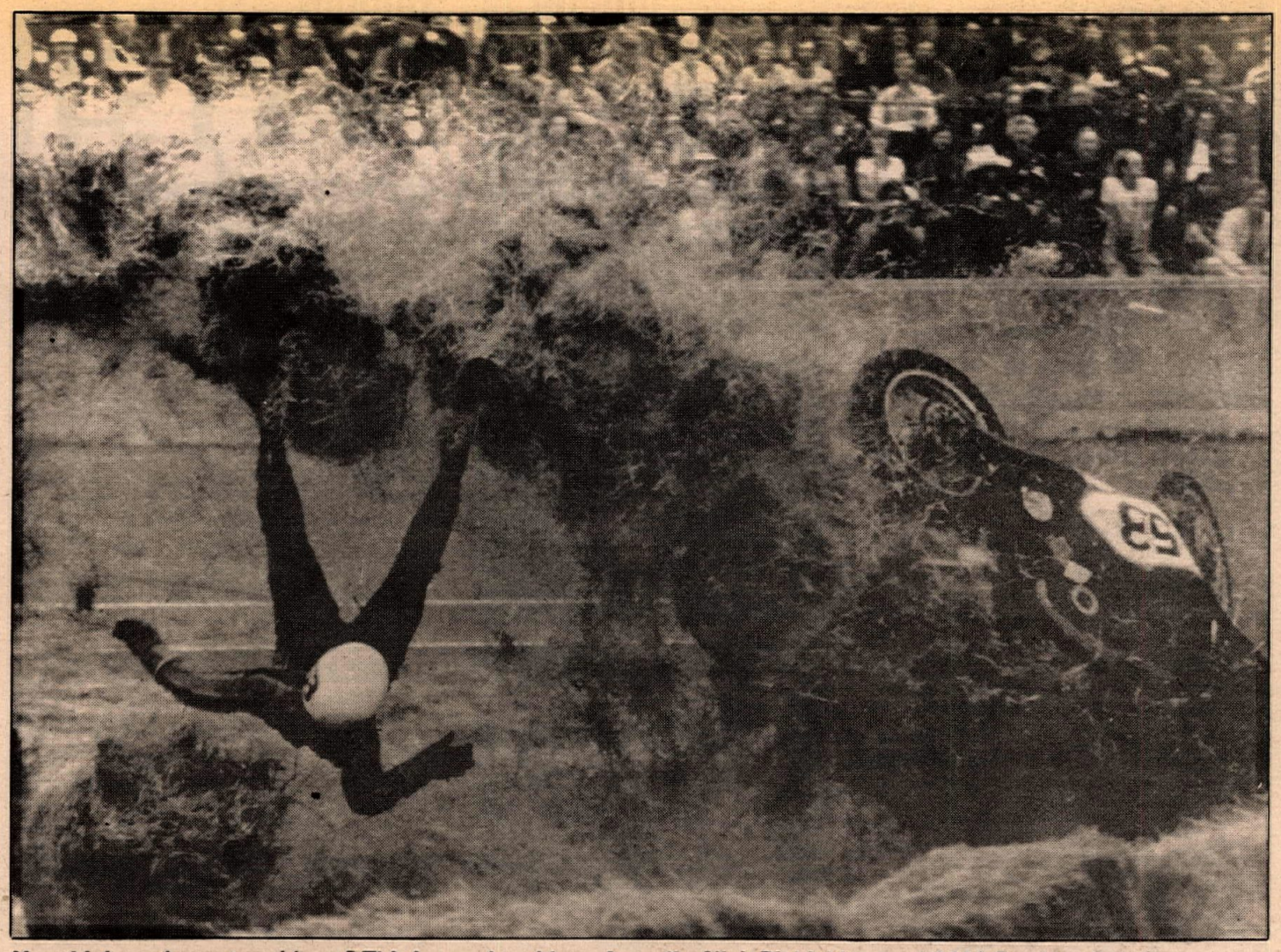
The California Racing Club/DG $5000 motocross at Saddleback Park coincidentally Apr. 12, saw Suzuki's Brian Myerscough getting back into the swing of things by taking the 250cc Pro win. Another Suzuki teamster, George Holland, won the 125cc Pros. Goat Breker prevented it from being a Suzuki sweep by taking the Open Pro class on his Kawasaki. Coincidentally, coverage next week.

Coors, Super Seer and Hi-Point are equal sponsors in the April 26 Flying Ws M.C.'s third-ever Winnemucca Grand Prix. They'll run at least eight laps over a 16-mile course with a "humongous downhill." Double D-36 points will be awarded, and it's the second in the D-36 four-race series for Novice and Junior Championships. Call Bob Cavakis for details: 702/623-3577.

California Racing Club says they've been successful in scheduling an Amateur Supercross event at the L.A. Coliseum on July 12. Qualifiers will be run throughout Southern California to narrow the number of riders down to 800. The first qualifier will be held at Indian Dunes, Friday night, May 8, and the first Sunday qualifier will be at Arroyo Cycle Park on June 7. for more information, call CRC at 213/830-7519.

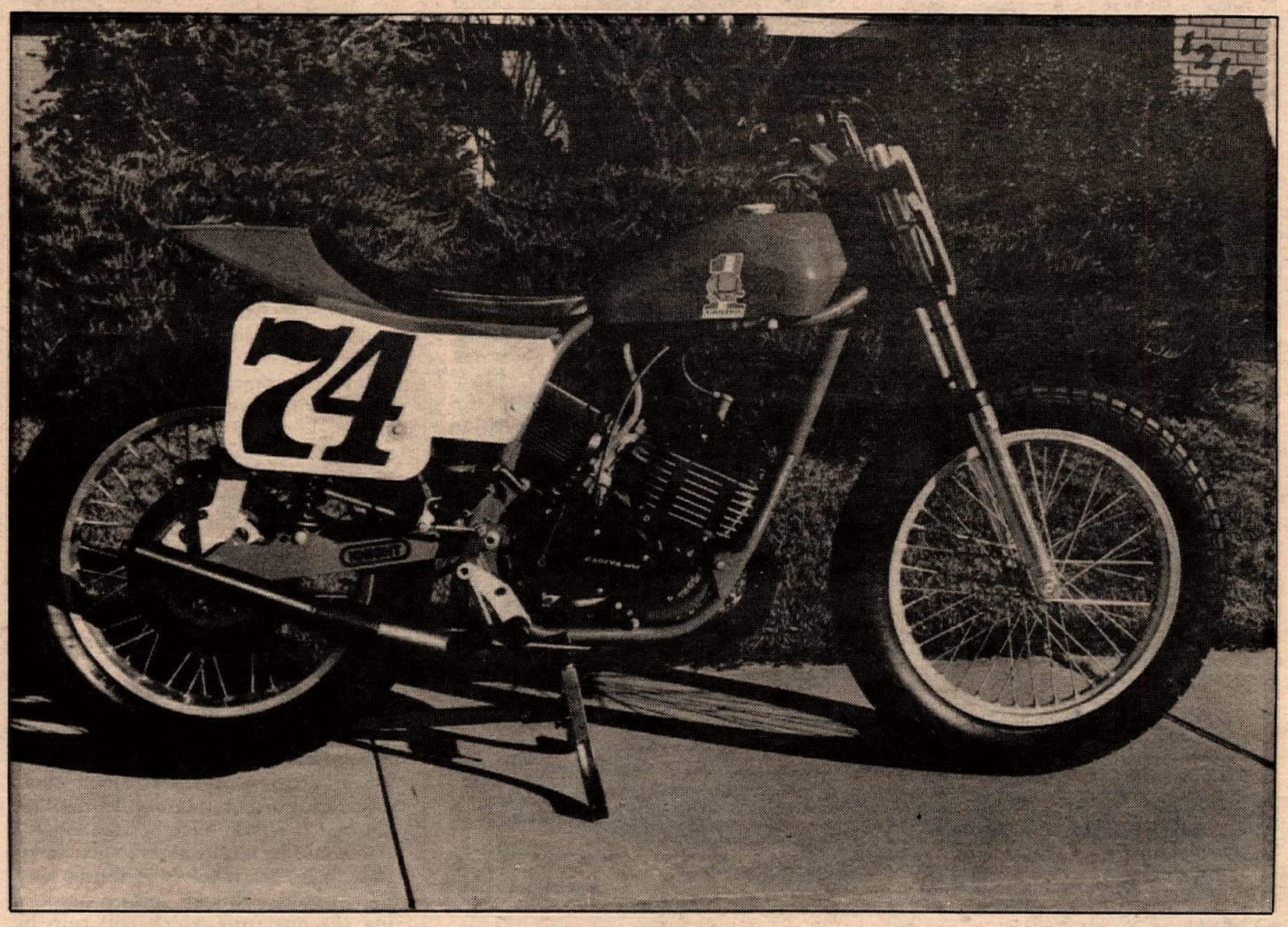
There's a three-race motocross series at Arroyo Cycle Park sponsored by the Inland Empire Dealers Association. They've put up $5,000 in prize money for the Pros and $5,000 in products for the Amateurs. Dates are May 10, May 17 and May 31. For more information call IRA at 714/359-1433 or Arroyo at 714/689-6114.

Motorcycle Mechanics Institute in Phoenix, AZ, has added a second rider to the Institute's racing team, managed by Arnie Beaman, Director of Training. Mike Chapin, 18, of Paradise Valley, AZ, races in the Expert class and is in his eighth year of motocross. He has raced throughout Arizona and California, and is currently training for the Nationals on his Yamaha YZ 250H. Sponsored by Yamaha World in Phoenix, Keystone Suspension, Lancer Leathers, Bel-Ray, and Nippondenso in addition to the Motorcycle Mechanics Institute, Chapin has placed second overall in his last two races with come-from-behind moto victories.



You think you've got problems? This is a real problem. Actually, Nick Richichi earned AMA Rookie of the Year laurels, obviously a heck of a rider...but everybody makes mistakes once in a while.

Slater Brothers (USA) Ltd. has produced what looks like a fairly awesome short tracker package. Terry Knight put their 250cc Cagiva motor, made at the same factory that manufactured the winning Harley-Davidson two-stroke short track motors, into a Knight frame. Dry weight is under 200 lbs., and with Marzocchi forks, Brembo disc brake and a suggested list of $3295, it looks like a winner. Contact Roger Slater at 707/833-2622 or Cliff Carr at 213/306-0399 for more info.



Motorcycle enthusiasts of all ages and brand affiliations will have a rare opportunity to see at no charge, classic and antique motorcycles, including competition cycles of which many date back 70 years or more. This will happen Apr. 18-19, when the Classic & Antique Motorcycle Association holds its 14th annual rally and poker run at the Antelope Valley City College in Lancaster, CA from 8:00 a.m. to 4:00 p.m. Many brands no longer manufactured such as Indian, Vincent, Pope, Henderson, etc. will be represented as well as those still in production with trophies being awarded in each of three classes: Classic, Antique, and Modern Classic. A swap meet for classic and antique cycle parts will be held both days of the rally. On Sunday a poker run open to all with begin at 10:00 a.m. from the college parking lot. For more information contact CAMA at 408/659-4958 or call Kerry Brethorst at 213/868-2032 or 929-1656. •

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ON THE FRONT PAGE: Jeff Ward moves out on his works Kawasaki motocrosser. For a closer look at what they're using these days on the National MX circuit, turn to p.22. Photo by Charles Morey.

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VOICES

Somewhere at sea...

I wish very much to thank you for such a great cycle racing magazine. I am currently in the U.S. Navy stationed on board the aircraft carrier Forrestal CV59. You just don't know how great it is to be over in Europe and still not miss out on the wonderful world of cycle racing. With *Cycle News* I can follow racing back home at Ross Downs Speedway in Colleyville, TX (which track has brought stars Mike Kidd, Terry Poovey, Bill Herndon and Oklahoma's Kreg Hunt) all the way to Daytona. What I would like to see is some coverage of top Novice and Junior riders on the dirt track tours. Such riders would include Billy Herndon, '80 Novice Champ, Kreg Hunt, third at the TT in Houston, and the racy lady Tammy Kirk. This was my second year to see her in the H-D Dirt Track Series. She always brings the crowd to their feet in Florida. Once again thanks for your coverage. Keep up the good work.

EM3 T.D. BROOKS
E Division
USS Forrestal CV59

Thanks from SSM

Saddleback Saturday Motocross would like to express its thanks for the great response to the three-race Saddleback Super Series. The 900 riders who attended the event provided some of the best action yet seen at Saddleback Park.

A special thanks to all our sponsors who made the series possible: La Habra Yamaha, SCAR, MXA, Bel-Ray, Nippondenso, IRC, White Bros. Meryl's Pro Wheel, Pro-Cycle KTM, DG Performance, Wheelsmith, and Saddleback Park.

JIM BELTINCK
President, SSM

More speedway pen pals

As a dedicated speedway supporter I am interested in the sport as a whole world-wide, and would therefore like to correspond with someone on the west coast of the States who is himself a speedway fan.

I would like to find out more about speedway in America and I feel the best way to do this is to write to someone who watches the sport regularly.

I am 17 years old and would like to write to a boy (or girl) of about the same age. Anyone interested should write to me at the address shown below.

I would be delighted if you could advertise my request via *Cycle News* West in hope that I will get some response.

LIZ WEAVER
122 Stamford Road
Amblecote
Brierly Hill
West Midlands
DY5 2 PZ
England

Helmet law: the larger problem

The fact that we have a helmet law (AB 996) proposed is bad, but it is a "small" and rather easily managed problem. It is the type of problem that will plague free men forever. There will always be individuals who want to manage every aspect of life. (If a helmet to protect your head is so good, then why not mandate certain types of gloves, boots, pants, shirts and jockstraps? How many people could be saved, if *all* automobile passengers were required to wear helmets? Why not outlaw....?) but, more important, is a "people" problem, a problem of integrity. I have met Dick Floyd. I have spoken with Dick Floyd. I have listened to Dick Floyd. I urged people to support Dick Floyd. I have heard Dick Floyd talk about being a "biker," about supporting "bikers" and ORV users, about fundamental issues of freedom, and about governmental overregulation. No where did I ever hear any indication that Mr. Floyd could ever support a mandatory helmet law. (In fact, I would have bet that such a law would be totally alien to his "world view.") So, I am left wondering why. Why would a "biker" end up supporting *the one issue* which will ruin his reputation with virtually all "bikers," and will assure vigorous opposition to his re-election?

Why? Recently some rumors have crawled out of the sewer known as Sacramento which might explain these actions. But, they are so low, so sickening, so petty, so vindictive and so ugly, that they cannot be repeated until they are substantiated. (If and when, *that* story will be shouted from the rooftops.)

What now? If the world were perfect, Mr. Floyd would recant his "heresy," but it isn't and he probably won't. So, we are left with the usual courses (write and/or talk to your Assemblyman, etc., etc., etc.), but, more important, we should begin thinking toward the time Mr. Floyd will seek reelection. Our "leaders" should begin planning for appropriate action at that time. We can't afford a "politician" whose basic policies change so quickly and so radically. (By the way, are your "leaders" attending Mr. Floyd's next fund-raising dinner? If so, ask them why.)

I would be interested in talking with anyone about the "origin" of AB996. If you know anything, call.

THUMPER FREAK
213/862-3975

Life in the fast lane

The 55 mph speed limit has become a national joke, ignored and ridiculed by almost everyone. The way in which the federal government steam-rollered over the states' traditional right to set their own traffic laws, and the spineless capitulation by the poltroons running the states, is unconscionable.

The legislators are out of touch with reality. When will someone in government learn that the juices for rebellion flow in direct proportion to the excesses of power? Stupid laws require more enforcement than sane ones.

It is an acknowledged fact that about 85 percent of traffic maintains a safe rate of speed over a given stretch of road. In some cases, that rate is slower than the posted limit; in some cases, faster.

Recently, the senates of Wyoming and Oklahoma passed bills to raise their speed limits in a great act of defiance. Many other states have similar bills in the hopper.

If you liked the movie *Smokey and the Bandit* you'll love the very anti-55 major motion picture to be released this June called *The Cannonball Run,* starring Burt Reynolds, Farrah Fawcett-Majors, Roger Moore, Dean Martin and many other top stars. *(And Wheelie King Doug Domokos... Editor.)*

Let's open season on 55. Let's all get into civil disobedience and highway warfare, and play cops and speeders. To support your local speeder, put the pedal to the metal. If you don't want to, I'll blow your doors off!

I confess to being a regular John Dillinger of the highways! I love life in the fast lane and racing up and down the interstates. If and when I get a speeding ticket, I put in in a xerox and run off a batch of wallpaper. The Kansas Renegade is a professional hard-core habitual speeder with an incurable lead foot!

KELLY WENDELN
Chanute, KS

Next week:
Instant coverage of Las Vegas 400 desert race!

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

A NOTICE TO ANYONE WHO CELEBRATED NOT BEING BEATEN BY BOB HANNAH LAST YEAR...

...THE PARTY'S OVER.

Now, Bob doesn't like to spoil a good time. But this thing had gone far enough. He had spent the last twelve months getting back into shape after trying to part the sea with a water-ski. And he had seen someone not named Hannah walk off with the coveted 250cc title for the first time in recent history.

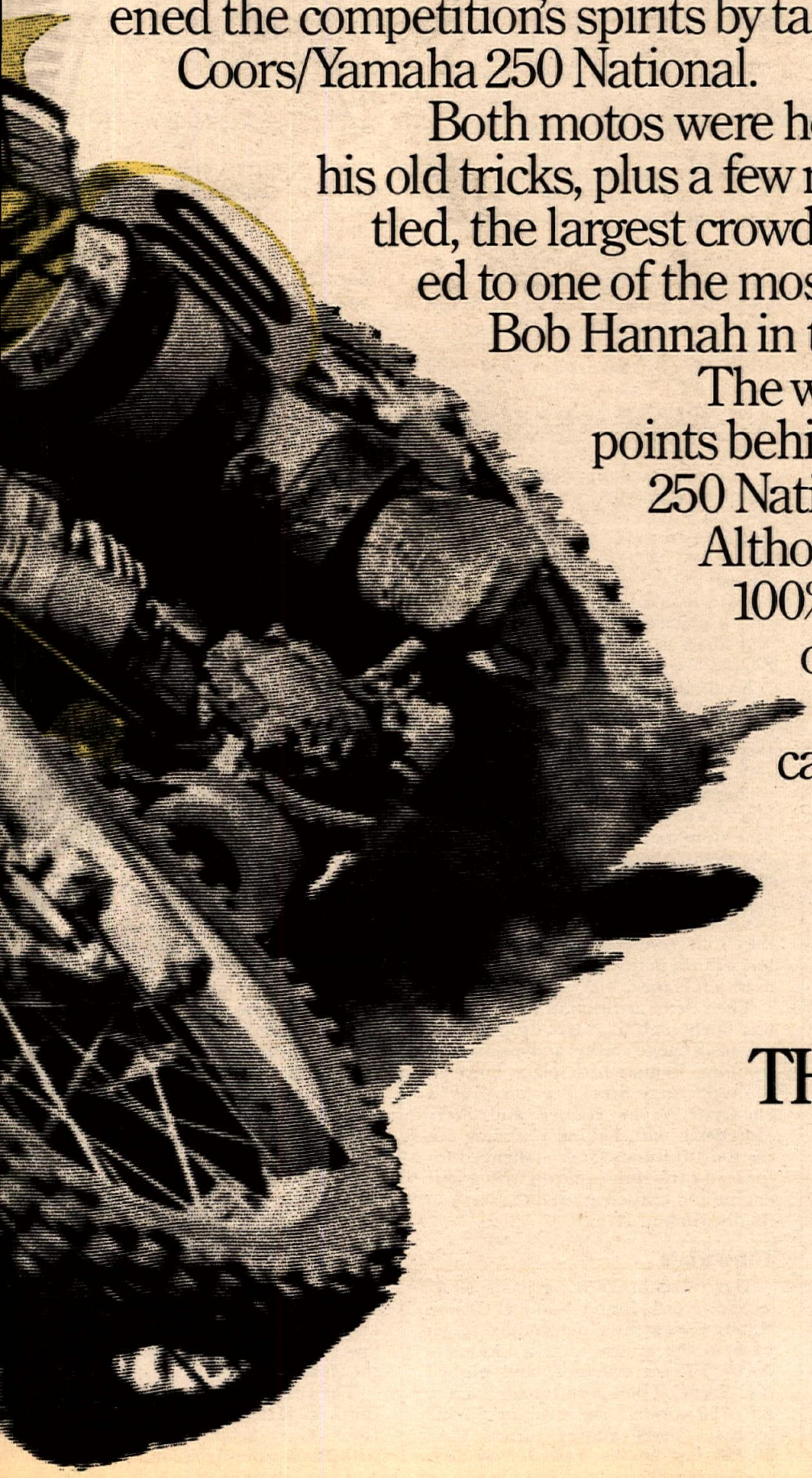
Well, the drought is over. On April 5, the "Hurricane" blew into Saddleback Park on his Keith McCarty-tuned Yamaha 250 and dampened the competition's spirits by taking the overall win in the Coors/Yamaha 250 National.

Both motos were hotly contested, with Bob up to his old tricks, plus a few new ones. When the dust had settled, the largest crowd in the park's history was treated to one of the most familiar sights in MX racing: Bob Hannah in the winner's circle.

The win put Bob just a handful of points behind the leader in the '81 AMA 250 National Championship Series.

Although Bob admits he's still not 100%, he did serve notice to the rest of the competition.

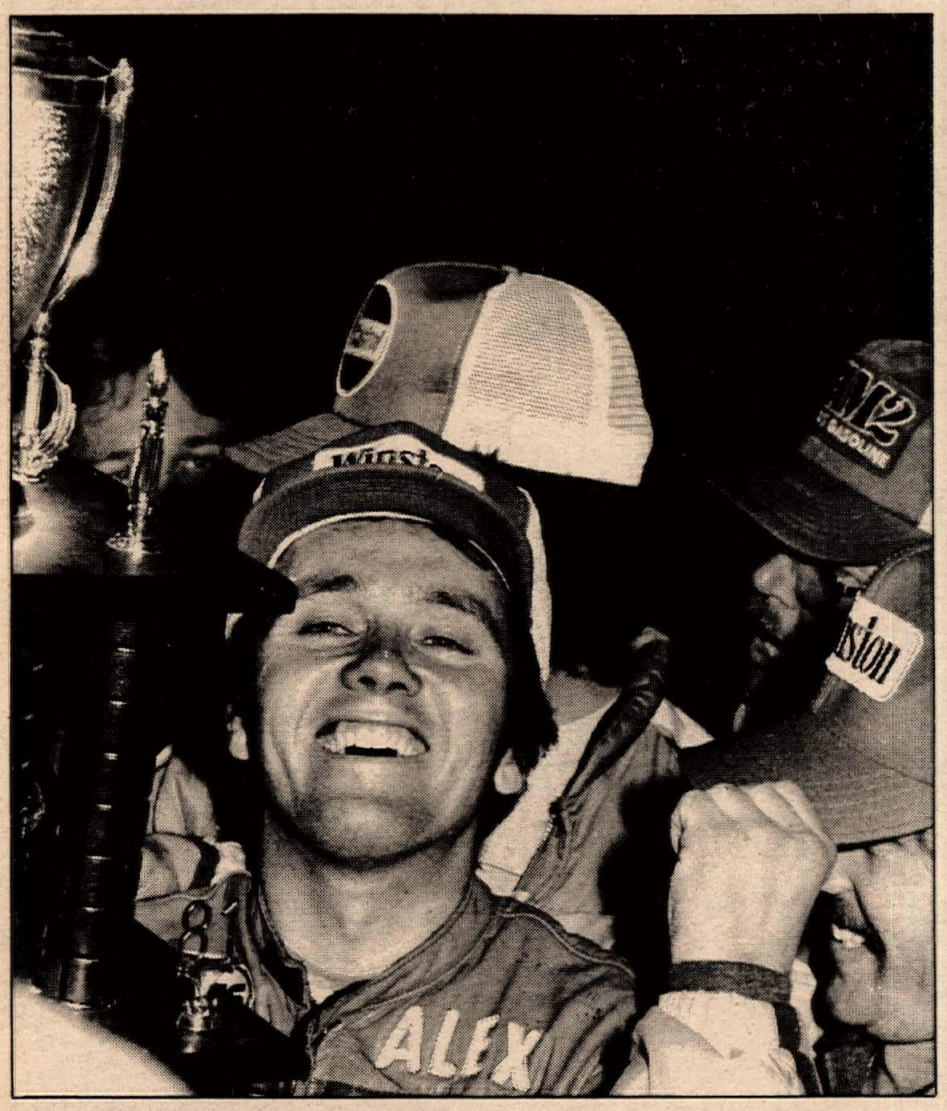
This year's picnic has been cancelled on account of Hurricane.



YAMAHA

THE WAY IT SHOULD BE.™

(Above) Alex Jorgensen rode hard to win his first mile, staying up front most of the way. It paid off with money, a smile and a trophy (below).



Scott Parker came from back of the pack to post second.

AMA Grand National Championship/Winston Pro Series: Round five

Jorgy jolts 'em at Sacto Mile

By Dale Brown
Photos by Patrick Behar, John Therriault and Brown

SACRAMENTO, CA, APR. 11

Alex Jorgensen moved a step closer toward his goal of winning all four types of dirt track racing as he topped the KRW Sacramento Mile at Cal-Expo Fairgrounds for his third career National win.

Up with the front runners all the way, Jorgy took the lead for good on the 19th of 25 laps when oil leaking from his engine blinded close pursuers Steve Morehead and Wayne Rainey, dropping them back into the pack and allowing Scott Parker and Hank Scott to run in the 2-3 positions.

"It was clanging and banging all the way," grinned Jorgensen when asked about his engine. "I was happy to win that one because I'm trying to win at least one National in each kind of event. Now I've got to go out and win a short track." As was the case in his previous half mile and TT wins at Ascot, this victory was at a J.C. Agajanian-promoted event.

The point standings changed a bit as point leader Steve Eklund went down in a first corner incident, but remounted to finish 10th and keep his points lead. A sour engine followed by a crash in his heat left Jay Springsteen out of the main event, so Mike Kidd's fourth place finish moved him to second in the standings, where he trails Eklund, 52-42.

Kidd and fellow Roberts/Lawwill Racing rider Jim Filice, who finished fifth in the National, were Harley-Davidson-mounted. The new Yamaha 750 V-twin received its first dyno run earlier in the week, but according to Mert Lawwill, there was not enough time to make the bikes race ready for this event, though they will be ready for the May 3 San Jose Mile.

Team Honda's V-twins were on hand but lacked the speed to run with the front runners. Their best finish was a ninth in the Trophy Race turned in by Jeff Haney.

The rate of attrition in the National was fairly high as riders dropped out way back due to crashes and mechanical troubles. Behind fifth place Filice in the order were Scott Pearson, Bubba Shobert, Wayne Rainey and Steve Morehead, with Eklund rounding out the top 10. Randy Goss challenged for the lead early, but came up with a sour engine and cruised around the track to finally wind up 11th.

Time trials

Five riders broke the existing 39.02 second record. Grand National Champ Randy Goss seemed determined to get back in the groove after a lackluster Ascot TT performance, and pushed his Brent Thompson-tuned factory XR 750 around the oval in 38.622 seconds. Terry Poovey turned in a 38.755 lap on his Ted Poovey-built Harley to grab the pole in the second heat. Defending Sacramento champion Hank Scott and former Sacto winner Mike Kidd also broke the 39-second barrier.

Kidd, who sold his Harley-Davidson after joining the Roberts/Lawwill group, borrowed it back, but it only lasted two laps in practice. He borrowed another machine, belonging to Darrell Cummings, and used that bike for the remainder of the night.

Heats

Riding a Ray Beck Harley, Scott Pearson jumped into the lead of the first heat, trailed by Ricky Campbell and Steve Morehead. Alex Jorgensen and Randy Goss made their way up to the leaders by the second lap. Jorgy cut through to second two laps later, then passed Pearson on lap five. As Jorgensen took the lead, Morehead coasted off the track when his battery became disconnected.

Pearson took back the lead a lap after he lost it, but then Goss came from third to first in one lap. The final four laps were a see-saw battle for the lead between Jorgensen and Goss, with the Megacycle Cams/High Point-sponsored Jorgensen pulling a move off the final turn to take the checkered by at least two inches over Goss. Pearson was third and transferred tot he National; Campbell was fourth and headed for the semi.

Shoei/Jack Sisemore-sponsored Terry Poovey showed the rest of the second heat riders the way to the first turn, with Jay Springsteen and Billy Labrie scrapping for second. Springsteen seemed to slow going down the backstraight, and then tangled with another rider and went down in the fourth turn.

Poovey continued to lead up front, but second was now held by Rookie Jim Filice on a Mert Lawwill Harley. Labrie was third, soon to be pressured by Brad Hurst and Scott Parker. Hurst took over third at the midway point in the 10-lap race, then went by Filice a lap later. With two laps to go, Filice got his second place back and Hurst started to come under attack from Klotz/Wiseco/Tex Peel/H-D/Diamond/S&W/ND/Rick Toldo-sponsored Parker. Parker nabbed the final transfer on the ninth lap, and then he pressured Filice to the point where the two of them were right on Poovey as he took the checkered flag. Hurst and Labrie followed, with Haney a distant sixth on the Honda.

The third heat was Family Scott as brothers Hank and Gary battled out front. Gary Scott took the holeshot with Hank running second for the first

two laps, then making the pass out front. The pass, however, only lasted a lap. Scott Drake was the first man to hold third, but Wayne Rainey took possession for good on the third lap.

Up front Gary Scott had regained the lead for sponsors KK Supply and Sisemore Traveland, while Hank Scott carried the Jerry Branch/Jack Sisemore/Team Jesus/RPM/Castrol/Barnes Wheels/Fass Gass banner in second place until the white flag came out. Then Hank used the draft to slingshot past Gary and take the lead, which he held to the wire. Rainy, riding a bike tuned by his father Sandy, was a close third, well ahead of Drake. This was the fastest heat of the night.

Mike Kidd hit turn one first in the final heat, followed by Ricky Graham, Billy Schaeffer and Steve Eklund. Graham put the Alphabet/Klotz/Wiseco/Shoei/Dellorto/Ron Wood Harley into the point position on lap two, but was removed from that position by Steve Eklund's Storme Winter Harley on lap five. Kidd followed Eklund past Graham, but Graham came back and took second with three laps remaining. Veteran Gene Romero worked his way up to finish fourth.

Semis

Rookie Danny Perkins took the lead to start the first semi, but the red flag brought things to a halt. No riders were sent to the penalty line, but when they tried to start it again, several jumped and then were sent to the third row, including Jeff Haney and Billy Labrie. But the big surprise was who was in the second row — Steve Morehead made it in as an alternate.

On the second try, Brad Hurst got out first, with Tim Hertens, Rob Crabbe and Labrie arguing over second and third. Labrie passed Crabbe, but in trying to pass Mertens, it appeared that Labrie hit his rear wheel and was sent sliding into the turn one haybales, unhurt.

Hurst, sponsored by Messler Performance, KRW, Panther Frames, Castrol and Ard Engineering, held a steady pace out front with Crabbe occupying second and Steve Morehead cutting through the pack. By the seventh lap, Cyclear/Diamond Bill/KK Supply-backed Morehead had taken second, good for a ticket in the National. But with two laps to go, he passed Hurst anyway and took the win. Danny Perkins finished third in front of Crabbe.

Gene Romero followed Chuck Springsteen around for two laps before taking the second semi lead. But then Bubba Shobert got out front a lap later as Springsteen dropped out of the race. The next lap saw a further shuffle of the order as Scott Drake went from third to first, Shobert went from first to third and Romero stayed where he was. Drake dropped out soon afterward, leaving a two-man battle for the lead. Shobert led the middle laps, but the self-sponsored Romero came on at the end to lead the last two and take a close win over Race Ready/Jack Sisemore/Scott Machine/Bruster's Performance/KRW/Castrol-sponsored Shobert. Mike Minnig was third.

Trophy Race

Rob Crabbe, Keith Day and Jeff Haney led the way in the 12-lap Trophy Race, with Day and Haney leading at the end of a lap. Day continued to lead as Haney dropped back and second was assumed by Mike Inderbitzen. Shortly past the halfway point, Inderbitzen challenged Day, leading a couple of laps before Day retired with unknown troubles. That moved Rob Crabbe back into second, with Mike Minnig advancing as the laps went by. In a hectic conclusion, Minnig took the lead and won, Danny Perkins worked his way up to second and Bill Crabbe nabbed the third spot. Rob Crabbe and Inderbitzen finished 4-5.

National

Mike Kidd and Hank Scott led the way as the 16-rider field put power to the ground. Battling for the lead, Scott took it coming off the second turn. In the pack, Steve Eklund had a handlebar taken out from underneath him, and he went down, sliding unhurt to the turn two haybales. After the race Eklund protested Gene Romero over the incident, but referee Walt Masterson disallowed the protest after talking to observers and other riders. As it turned out, Romero finished behind Eklund.

On the race track, Hank Scott still had the lead, but Alex Jorgensen had slipped past Kidd for second.

Jorgy took the front-running position on lap three as Wayne Rainey displaced Kidd for third. On the same lap, Ricky Graham and Romero touched, with Graham crashing instantly and sliding down the end of the front straight and into the turn one haybales. It looked like Gary Scott was close and lost time going around Graham. Gary soon went out and was listed in 15th place, with Graham 16th.

The fifth lap marked Steve Morehead's appearance in the top five; the sixth lap marked his appearance in the top four. Now behind fifth place Kidd were Terry Poovey and Randy Goss.

Rainey, who had never led a National before, treated himself to the experience by getting by Hank Scott and then passing Jorgy. Jorgensen repassed, but then saw Morehead come around for a couple of laps. Randy Goss made a move into the leading pack, but then just as quickly started slipping back with a misfiring motor.

Jorgensen, Rainey and Morehead continued to battle for several laps, but oil coming from Jorgensen's engine was coating the other two riders and they were rapidly running out of face-shield tear-offs. On the 16th lap, Morehead dropped back dramatically. "I got up behind him and only had two tearoffs left, and he just kept blowing oil when we got close. I tried to stay out of it and I backed off. Wayne got by and I figured he'd catch it. And boy, that last time going down the back straightaway, Wayne pulled out to draft by him and he (Jorgensen) just soaked me. I went to wipe my shield to save the tear-off, and it just smeared everything. I couldn't see, couldn't get my face shield flipped up quick enough. I thought that was it!" said Morehead later.

Rainey dropped back three laps later, as well. "My faceshield kept getting filled up with oil. It got so filled up I couldn't see, and I was out of tear-offs so I wiped it with my hand and that did me in right there. It was like going off the back straight and into turn three with your eyes closed. I guess Hank Scott almost ran into the back of me," related Rainey.

Almost unnoticed in the early laps, Scott Parker had been moving up steadily, aided by the attrition, and about the same time Rainey dropped back, he passed Hank Scott for second place. Mike Kidd held fourth, and there were five laps to go. Romero coasted by, out of the race with a broken rotor.

The first five positions stayed until the end. Jim Filice got by Scott Pearson, who reported carburetion problems, to take fifth in his first Expert-level mile race. Pearson was followed by Bubba Shobert, Rainey and Morehead. A lap down, Eklund took 10th with Goss still motoring sedately for 11th. Romero was credited with 12th, ahead of Brad Hurst and Terry Poovey; the latter out with a blown engine.

"Sal Acosta built the bike, but he wasn't here tonight. My dad and friends gave me a hand with everything tonight," said Jorgensen, adding that in addition to his listed sponsors, "Bell Helmets and Bates Leathers, they always lend a helping hand when they can."

I just tried to keep on going," said Parker, "I kept seeing people fall; I didn't know what was happening. I just kept going faster and faster, saying to myself 'if they're falling off, I'm catching up!' So I just kept on goin'."

The attendance figure, 10,500, set a new record for the event. ●

(Top) Jim Filice finished fifth in the National, and now holds fifth in the points. (Above) Mike Kidd (72) leads Ricky Graham (41) and Billy Schaeffer in the last heat. Kidd finished fourth in the National.

Results

25-LAP NATIONAL: 1. Alex Jorgensen (H-D); 2. Scott Parker (H-D); 3. Hank Scott (H-D); 4. Mike Kidd (H-D); 5. Jim Filice (H-D); 6. Scott Pearson (H-D); 7. Bubba Shobert (H-D); 8. Wayne Rainey (H-D); 9. Steve Morehead (H-D); 10. Steve Eklund (H-D); 11. Randy Goss (H-D); 12. Gene Romero (H-D); 13. Brad Hurst (H-D); 14. Terry Poovey (H-D); 15. Gary Scott (H-D); 16. Ricky Graham (H-D).
TIME: 16:13.02.
AVERAGE SPEED: 92.994 mph.

12 LAP TROPHY DASH: 1. Mike Minnig (H-D); 2. Danny Perkins (H-D); 3. Bill Crabbe (H-D); 4. Bob Crabbe (H-D); 5. Mike Inderbitzen (H-D); 6. Rob Morrison (H-D); 7. Sal Hoffman (H-D); 8. Steve Oort (H-D); 9. Jeff Haney (Hon); 10. Keith Day (H-D).

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Steve Eklund (52); 2. Mike Kidd (42); 3. (TIE) Alex Jorgensen/Jay Springsteen (36); 5. Jim Filice (30); 6. Scott Parker (29); 7. Scott Pearson (25); 8. Dale Singleton (20); 9. Dave Aldana (19); 10. Wayne Rainey (16).

(Top) The second 250cc moto gets underway with Donnie Hansen (21), Kent Howerton (1) and Rick Burgett (18) leading. (Above) Scott Burnworth (32), Jim Gibson (7), Johnny O'Mara (40) and Erik Kehoe (112) lead the 125s.

AMA National Championship 125/250cc MX Series: Round 3

Suzuki steam-roller squashes Lake Whitney

By Mark Kariya

WHITNEY, TX, APR. 12

Team Suzuki steamrolled the competition at the Lake Whitney Cycle Ranch as both Mark Barnett and Kent Howerton romped to easy 1-1 finishes in their respective classes before an estimated 9,300 spectators. Though short, relatively smooth and definitely fast, the track provided a good racing surface throughout the warm day.

A surprising second in the 125cc class was privateer JT Racing/Yamaha support rider Rick "Too Hip" Johnson. He emerged from the lead pack to finish second in the first moto and got sixth in the second when he was hampered by bent forks. Honda's Johnny O'Mara went 5-3 for third.

Last weekend's 250cc winner, Bob Hannah, was plagued with bad starts, and by the time he could work his factory Yamaha into the clear, the leaders were gone. His 3-2 finishes bested Donnie Hansen's 2-3 on a works Honda.

That Howerton would even start was in doubt earlier in the week. After last weekend's run-in with Hannah, Howerton discovered he had a serious bacterial infection. He became so sick one night that his wife Jill had to drive him to the hospital. There, he got strong antibiotics intravenously as well as oral antibiotics and a heat pad over the swollen lymph glands. "The next day, all redness was going down, my temperature went away; it was a really dramatic improvement. If I hadn't done it that way, I wouldn't have been able to race, no way," he said.

To that Jill added, "Thank God, our doctor races motocross. He understands it was necessary for Kent to ride."

Both Howerton's and Barnett's rides stretched their points leads, and Barnett climbed a couple more rungs in his quest for a totally winning 125cc season aboard his Jeff Clark-tuned RA125.

Preliminaries

Yamaha's Erik Kehoe ran away with the first 125cc qualifier. Frank Lamp held down the second spot until the white flag lap when Mark Garrison took over. Both rode Yamahas. RPM Yamaha rider Doug Jackson passed John Savitski on another Yamaha just before the white flag for fourth.

Suzuki-mounted Gary Denton grabbed the holeshot in the second qualifier followed by La Habra Yamaha rider Mike Beier and Kreg Bigelow on a Dynamic Cycle Yamaha. Beier took the lead before a lap was completed and rode the rest of the 10-minute race in front. Local favorite Bryan Taylor put his new Suzuki fourth while Todd Hempstead passed fellow Yamaha rider Robert Sanford on the last lap for fifth.

In the consolation race, Honda-mounted Randy Sullivan and Yamaha pilot Phil Larson swung out of the first turn ahead of the pack. Larson took the lead on lap two and kept it easily to the finish. Cedar Rapids Honda rider Johnny Spaw plugged into third early and held position followed by David Weak on a Yamaha, John Bersch on a Brownsville Sports Center Honda and Holtan Honda, Inc. sponsored Tom Holtan.

Yamaha rider Spencer Morrison led most of the first 250cc qualifier. LOP Suzuki rider Steve Martin moved into second as they took the white flag and closed in on Morrison on the final circuit. Martin tried to jump by as they flew out of a gully, but Morrison shut the door in the bermed right-hander that followed immediately. Martin ducked underneath in the sweeping next turn and came out with the lead.

They were followed by Yamaha-mounted Kris Bigelow, Carter's Yamaha rider Kirk Spencer and Husqvarna's Derek Wedding.

The second qualifier gave the home crowd good reason to cheer as Texas riders swept the first three places. Honda-mounted "Dynamite Dan" Conway from Houston led easily from start to finish with Carter's Yamaha rider Sean O'Brien from Irving following him from the first lap. Hi-Point Yamaha rider Rick Blackwell of Austin moved through the pack to take third over Mike Twigg on a Twigg Cycles Yamaha and Ricky Glaser on a Howard Racing Yamaha from LaPorte, TX.

Trey Jorski on a Kawasaki, Maico's Carlos Serrano and Yamaha-mounted Dave Hollis led off the consolation race. Serrano took the point by the end of the first lap and sped away for the win. Hollis got by Jorski halfway through for second while Jo Jo Keller kept his Honda a sure fourth. Andy Stacy put his Keystone MX Works KTM in fifth, the final transfer to the 250cc National.

125cc National

Yamaha's Scott Burnworth pulled one of his special holeshots in the first moto with Johnny O'Mara and Burnworth's teammate Erik Kehoe keeping their bikes buzzing right behind.

As they completed one lap, Mark Barnett found himself up to fourth with Kehoe within striking distance while Rick Johnson held fifth. Barnett slipped into third on the next go 'round when Kehoe bobbled out of a turn.

Barnett moved toward the front and closed on Burnworth on lap three before falling. As Barnett explained later, "I got kind of squirrelly the first couple laps — I was fourth or something — and my throttle stuck on the first lap then it got unstuck. Then I was about third and I just kind of followed those guys.

"Burnworth got sideways in a berm, and I rammed him and highsided. I got up and O'Mara and Kehoe passed me then I went around and went down that ravine and came back up. I saw O'Mara laying down and Kehoe went to the outside of him, so I went to the inside of both of those guys."

Though temporarily second, seeing Barnett on the ground apparently caused O'Mara to lose concentration for a moment. "It just distracted me. I go, 'Whoa, Barnett fell. If I get Burnworth quick, maybe I can jet out there.'

"Just on the very next thing, it goes up on this hill and makes this turn, sorta wide. I just flew a little bit to the outside and landed on top of the turn and I'm going, 'No, I can't go over!' and I sorta went over."

Barnett recovered quickly and resumed the chase. He closed up on Burnworth, passed him in a tight corner and pulled away a few seconds

per lap after that, winning by a comfortable margin.

Johnny O' got his bike going again in eighth and, hampered by a dangling left radiator scoop, could only get up to fifth at the finish.

Johnson got passed by Kehoe at the 15-minute mark and gathered himself up for a charge after that. Just before the 30-minute point, Burnworth held a slim lead over Kehoe and Johnson.

As Burnworth led the tight trio through the left-hander at the signal area, he went over the berm and got out of shape letting both Kehoe and Johnson get the jump on him to the next turn.

When they came out of the back section of the track, though, it was Johnson in front with a narrow margin over Kehoe and Burnworth.

Kehoe fell off the pace afterwards and Burnworth, fellow Yamaha teamster Donnie Cantaloupi, then O'Mara passed him. Danny "Magoo" Chandler held a steady seventh on his Hi-Point Racing Suzuki followed by Kawasaki's Tom Benolkin, Honda's Jim Gibson and Jeff Ward on another works Kaw.

In the second moto, Burnworth again led the charge away from the gate with O'Mara, Gibson and Barnett keeping him company. Barnett wasted little time (about half a lap) before going into the lead. "Then I just pulled, two seconds, then three, then by the end of the moto, I think I got about a 45-second lead. I had 45 seconds both motos," he said.

O'Mara and Gibson had a tight two-three race going for the first half of the moto. Just after the halfway point, though, O'Mara swung wide in a sweeper letting Gibson past. "I was doing good there, and then I got a sideache. I let 'Gib' get by me; I didn't want to knock him down," O'Mara explained later.

Ward, plagued by bad starts both motos, rode by Burnworth (whose silencer was apparently coming adrift and robbing him of power) with about 20 minutes to go for fourth. Magoo also worked up and with 15 minutes left, was right behind Johnson and Cantaloupi. As Cantaloupi recalled later, though, "Johnson was right ahead of me, and it looked like I could get by. I got right on top of him — I was *almost* bumping him — I mean it was real close.

"Magoo was up high, it looked like there was no room. I was in the berm, and he just rode the high part of the berm. We were bumping; I couldn't believe it."

The move put Chandler in fifth while Johnson finished sixth with a pair of bent forks ("We've been bending a pair of forks every weekend"), and Cantaloupi rode in for a close seventh after falling four times during the race.

Burnworth nursed his bike to eighth followed by Kehoe and Benolkin.

250cc National

Donnie Hansen, Spencer Morrison and Kent Howerton churned the Texas turf first through turn one. The Hurricane got off to a bad start, mired in 13th.

Hansen rode a tremendous race for the first 20 minutes with Howerton putting the pressure on between the 10 and 20-minute marks. "Me and Donnie had a really good race," commented Howerton. "He just got a little bit tired. At first, he just wasn't making a mistake, riding *really* good."

After Howerton went by, though, he pulled out some breathing room and held it with no problem.

Hannash gassed it from the first lap trying to clear a way through to the front. By the second lap, he had jumped up to eighth and steadily picked off a rider a lap for the next several laps. It took a little while to catch up to Dave Hollis, and when Hannah got him for third, Howerton and Hansen were over 30 seconds away.

Moto-X Fox rider David "Little Professer" Bailey ran steadily throughout the moto on his works Kawasaki despite a painfully twisted ankle incurred in practice when his right foot got caught underneath his rear wheel. He moved up to the top five before 20 minutes were up and eventually went to fourth ahead of Yamaha's Rick Burgett, Kawasaki's Warren Reid and Hollis. Suzuki-mounted Gary Semics, Morrison and Andy Stacy followed them in.

Hansen holeshot the second moto, too, with Howerton and Burgett hanging around to keep him on his toes. Howerton grabbed the lead before the lap was over, as Barnett did in his second moto, and proceeded to reel off the next 45 minutes out front.

Hansen dialed it in for second as Hannah — who started around eighth this moto — moved up to do battle, with Burgett first. He took the high, fast line past his teammate at about the 20-minute point for third.

"I knew Bob was coming up," Hansen said. "I was just waiting for him to come up so I wouldn't waste my energy trying to pull away.

"When he got behind me, he finally got around me and kind of berzerked it past me. Toward the end, I started to pull back up on him and made a couple mistakes."

Hansen kept third to the finish for that position overall. Burgett had fourth sewn up until one of the water hoses on his bike split causing steam to stream from the engine. "I was thinking, too, cause he (mechanic Bill West) flashed me 'Hansen' on the board so I went, 'All right! Hansen, he must be having problems with his bike or something.'

"All of a sudden, my hose popped off and then I go, "Good karma, Rick!' So I ain't gonna be saying that too much any more."

The leak forced Burgett to retire with less than 10 minutes to go. Reid used the opportunity to leapfrog into fourth, though, despite another bad start and gearbox problems.

Steve Martin came up with fifth, a vast improvement over his 11th in the first moto when he was slowed with vision problems. "The first one (tearoff) I grabbed, I got the bottom one and then I got wasted. I took my goggles down and I could *barely* see out of one eye."

Bailey finished sixth followed by Semics, Kris Bigelow, Suzuki test rider Ron Turner and Can-Am's Jim Holley. ●

Results

125: 1. Mark Barnett (Suz) 1-1; 2. Rick Johnson (Yam) 2-6; 3. Johnny O'Mara (Hon) 5-3; 4. Jim Gibson (Hon) 9-2; 5. Scott Burnworth (Yam) 3-8; 6. Donnie Cantaloupi (Yam) 4-7; 7. Danny Chandler (Suz) 7-5; 8. Jeff Ward (Kaw) 10-4; 9. Erik Kehoe (Yam) 6-9; 10. Tom Benolkin (Kaw) 8-10; 11. Phil Larson (Yam) 11-14; 12. Gary Denton (Suz) 14-12; 13. Chris Heisser (Suz) DNF-11; 14. A.J. Whiting (Yam) 12-20; 15. Todd Hempstead (Yam) 18-15; 16. Doug Jackson (Yam) DNF-13; 17. Mark Rakestraw (Yam) 16-18; 18. Bobby Handy (Suz) 13-DNF; 19. Kreg Bigelow (Yam) 17-19; 20. Jerry Surber (Yam) 15-DNF.

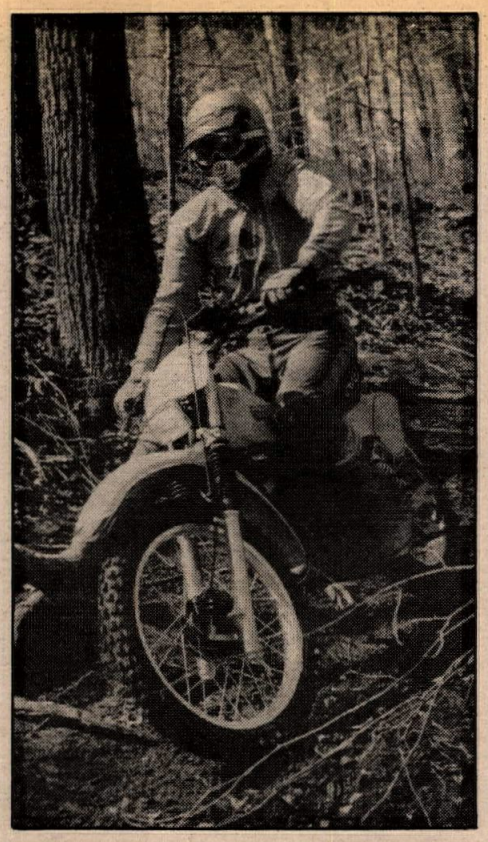
250: 1. Kent Howerton (Suz) 1-1; 2. Bob Hannah (Yam) 3-2; 3. Donnie Hansen (Hon) 2-3; 4. Warren Reid (Kaw) 6-4; 5. David Bailey (Kaw) 4-6; 6. Gary Semics (Suz) 8-7; 7. Steve Martin (Suz) 11-5; 8. Ron Turner (Suz) 12-9; 9. Andy Stacy (KTM) 10-14; 10. Spencer Morrison (Yam) 9-15; 11. Dave Hollis (Yam) 7-18; 12. Rick Burgett (Yam) 5-DNF; 13. Kris Bigelow (Yam) DNF-8; 14. Ross Pederson (Kaw) 18-11; 15. Jim Holley (C-A) DNF-10; 16. Derek Wedding (Hus) DNF-12; 17. Dave Coupe (Mai) 14-19; 18. Edwin Arnet (Mai) DNF-13; 19. Jim Tarantino (Hon) 13-DNF; 20. Larry Wosick (Suz) 15-DNF.

125cc POINT STANDINGS: 1. Mark Barnett (150); 2. Jeff Ward (105); 3. Jim Gibson (98); 4. Rick Johnson (97); 5. (TIE) Scott Burnworth/Johnny O'Mara (96); 7. Danny Chandler (86); 8. Donnie Cantaloupi (78); 9. Tom Benolkin (70); 10. Gary Denton (43); 11. Denny Bentley (42); 12. Erik Kehoe (38); 13. A.J. Whiting (36); 14. (TIE) Mike Beier/Phil Larson (33); 16. Chappy Blose (27); 17. Thomas Rice (24); 18. Chris Heisser (22); 19. Mark Murphy (17); 20. Rick Maki (15).

250cc POINT STANDINGS: 1. Kent Howerton (147); 2. Bob Hannah (133); 3. Donnie Hansen (100); 4. Warren Reid (90); 5. David Bailey (87); 6. Ron Turner (84); 7. Gary Semics (70); 8. Rick Burgett (65); 9. Kris Bigelow (55); 10. Larry Wosick (54); 11. Ron Sun (48); 12. Jim Tarantino (38); 13. Ed Arnet (33); 14. Steve Martin (32); 15. Wayne Boyer (29); 16. Clint Hardick (28); 17. Derek Wedding (26); 18. Dave Hollis (25); 19. Spencer Morrison (23); 20. (TIE) Daniel Conway/Jo Jo Keller (22).

Mark Barnett (above) and Howerton (below) thoroughly dominated the day's racing, each scoring impressive victory margins in all of their motos.

Rick Johnson (below) was second overall 125 with second and sixth.



Mike Melton (51C) lowers his Husky into a Tennessee stream. Suzuki-mounted Tim Rochelle topped the 200cc B class. Mike Traylor won the Open B class.

AMA National Championship Enduro Series: Round 4

Little Harpeth falls to Melton

By Brian & Anne Palormo

GRINDERS SWITCH, TN, APR. 5

Mike Melton rolled to his second overall win in four events on the National Championship Enduro Series schedule in the 11th Annual Little Harpeth Enduro. Melton, riding for Team Husqvarna, powered his 250 WR over the 110 mile course, dropping 43 points in the tight woods along the way.

Melton's Husky teammate Dick Burleson turned in the best ride from the AA class and his 59 point loss was second best score of the day. Mark Hyde took Lightweight AA honors with a loss of 70 points on his 175cc Kawasaki.

With Melton taking overall honors, the top spot in the 250cc A class went to KTM rider Bill Berroth. He finished fourth overall, dropping 79 points.

Open A class winner was a surprised Ray Cosgrove from Team Suzuki. He had been disappointed in his "triple figure" score which amounted to a loss of 123 points and had not really expected to trophy, let alone finish in the top 20 to earn National points.

Terry Seales lost 181 points and won the 200cc A class while Kevin Brown captured the 125cc A class trophy, dropping 157 points in the process.

High point B rider was Mike Mefford who dropped 62 points in the 250cc B class. This will automatically advance him to A rider status.

Unofficially, the win moved Melton into second place in the point standings, 11 points (94-83) behind defending champ Burleson.

Team Husqvarna's Terry Cunningham finished the run in eighth overall and then headed for the hospital. Cunningham had crashed about 40 miles before the finish and was somehow pinned by the bike while the throttle stuck open and the rear wheel literally burned the flesh off his right arm. He was back at work in Husky's Ohio office on Wednesday, but will be out of competition for at least a few weeks.

Over 500 persons signed up to ride the Little Harpeth, but severe storms Saturday afternoon apparently scared off several less-brave souls. The approximately 450 riders who did start Sunday morning found trails that showed little evidence of the more than three inches of rain.

Riders did find, however, that trees grow very close together in the hills of west central Tennessee. Yamaha's Larry Roeseler may have regretted taking Burleson's advice and replacing the narrow handlebars he had used for the New Jersey National.

Challenge was what every rider got for six hours. "I've never been more tired than I am right now," said A class rider Floyd Jennings as he peeled himself off his bike at the end of the run. A and AA riders had reason to feel doubly exhausted--their ride included an additional 12.7 miles of the tight stuff between the two gas stops.

This section caused some controversy because several felt the run was difficult enough without it. Indeed, the points lost by everyone were more than one has become used to seeing in the score columns at most enduros.

A few B class riders who would have chosen to ride this section if they wanted felt it was unfair to have the two separate routes. "I like to compare my skills with the top riders, but I want to earn a trophy too," one rider stated. "If I had taken the hard section, I probably would not have trophied at all."

The club's reasoning was that using this section would eliminate the complaints top riders have when runs are too easy, but keep the B riders in the run to finish which makes them happy, also. Despite the difficulty, it accomplished just that as over 250 riders finished.

Disregarding their initial exhaustion, trail tales from riders were soon being heard everywhere in the staging area while the final results were tabulated.

Roeseler was telling AMA's Kathy Wanta about the vine that grabbed him around the throat, forcing him to stop. As he was attempting to free himself, his motorcycle was rear-ended by another rider, tightening the vine's grip. The rider thumped Roeseler on the back to see if he was all right, again tightening the vine. When he finally succeeded in removing the painful vine, he let go of it and it caught that rider across the chest as Roeseler was riding away.

A rider on a later number suggested that anyone interested in going into the cycle parts business should volunteer to ride clean-up for the club. "I've never seen so many different parts along a trail before," he said.

One might say this was an enduro like they used to be and the difference was that younger riders simply weren't used to this kind of demanding course. A higher percentage of Senior and Super Senior riders finished than was the case in some other classes.

Sox Brookhart took Super Senior honors with a score of 96 that rivaled some of the factory diers. Robert Johnson, who won the Senior B class, couldn't figure how he managed to do so well when others were having so much trouble. It was his first class win.

Charles Burk won the Senior A class, riding his new Honda 200CR. His wife was more thrilled than he. "It always makes the ride home more pleasant. This is the first bike he's had in a long time that he really likes," she said. •

Results

Open AA: Mike Melton (Hus) 43.
Open AA: Richard Burleson (Hus) 59.
200cc A: Mark Hyde (Kaw) 70.
Top Ten Overall: 1. Melton 43; 2. Burleson 59; 3. Hyde 70; 4. Berroth 79; 5. Avery 86; 6. LaVoie 90; 7. D. Schuler 93; 8. Cunningham 95; 9. Penton 95; 10. Bush 98.
125cc A: 1. Kevin Brown 157; 2. G. hollingshead (Hus) 241; 3. R. Easter 272; 4. L. McVay 279.
200cc A: 1. Terry Seales (Yam) 181; 2. Terry Fewell 229; 3. Jerry Homer 2360 4. R. Dunn 271.
250cc A: 1. Bill Berroth (KTM) 79; 2. Barry Avery (Hus) 86; 3. Dan Schuler (Hus) 93; 4. Hans Raidel (KTM) 146; 5. Kevin Piasecki (KTM) 155.
Open A: 1. Ray Cosgrove (Suz) 123; 2. Tony Mitchell 180; 3. Randy Mastin 266.
125cc B: 1. Mark Watson 96; 2. Vergle Young Jr 111; 3. Steve Dallon 136.
200c cB: 1. Tim Rochelle (Suz) 65; 2. Bobby Johns 68; 3. Justin Conyers 76; 4. Rick Horton 81.
250cc B: 1. Mike Mefford 62; 2. Wally Bowery 67; 3. Mark Sandridge 73; 4. Bobby Rodgers 81; 5. David Johnson 83.
Open B: 1. Mike Traylor (Hus) 62; 2. Dennis Jarvis 76; 3. Fletcher Lambert 77; 4. Sammie Chambers 84; 5. Glen Smith 94.
PP: Suzy Barr (Yam) 140.
Sr A: 1. Charles Burk (Hon) 221; 2. D. Nalle 232; 3. Emmett Cox 249.
Sr B: 1. Robert Johnson (Kaw) 93; 2. B. Lamkin 130; 3. W.E. Wattengarger 145.
Super Sr: 1. Sox Brookhart (Hus) 96; 2. Boyd Cole 104; 3. John Buffaloe 131.

TEAM GREEN FLIES HIGH OVER MT. MORRIS.

They came from all over the East to High Point Raceway in Mt. Morris, Pennsylvania. It was time to begin qualifying for the AMA Amateur nationals. Time to see which bikes were hot. Two days later, after 682 riders had dive-bombed one of the toughest tracks in America, everybody could see who was hot. Kawasaki was hot.

Team Green only had 70 entries, just 10.2 percent of the total. But true to a pattern emerging all across the country, this small percentage of entries took a large percentage of wins. Kawasaki won 14 of 30 classes, or 46.6 percent of all victories. That's *double* the win output of the second-place brand.

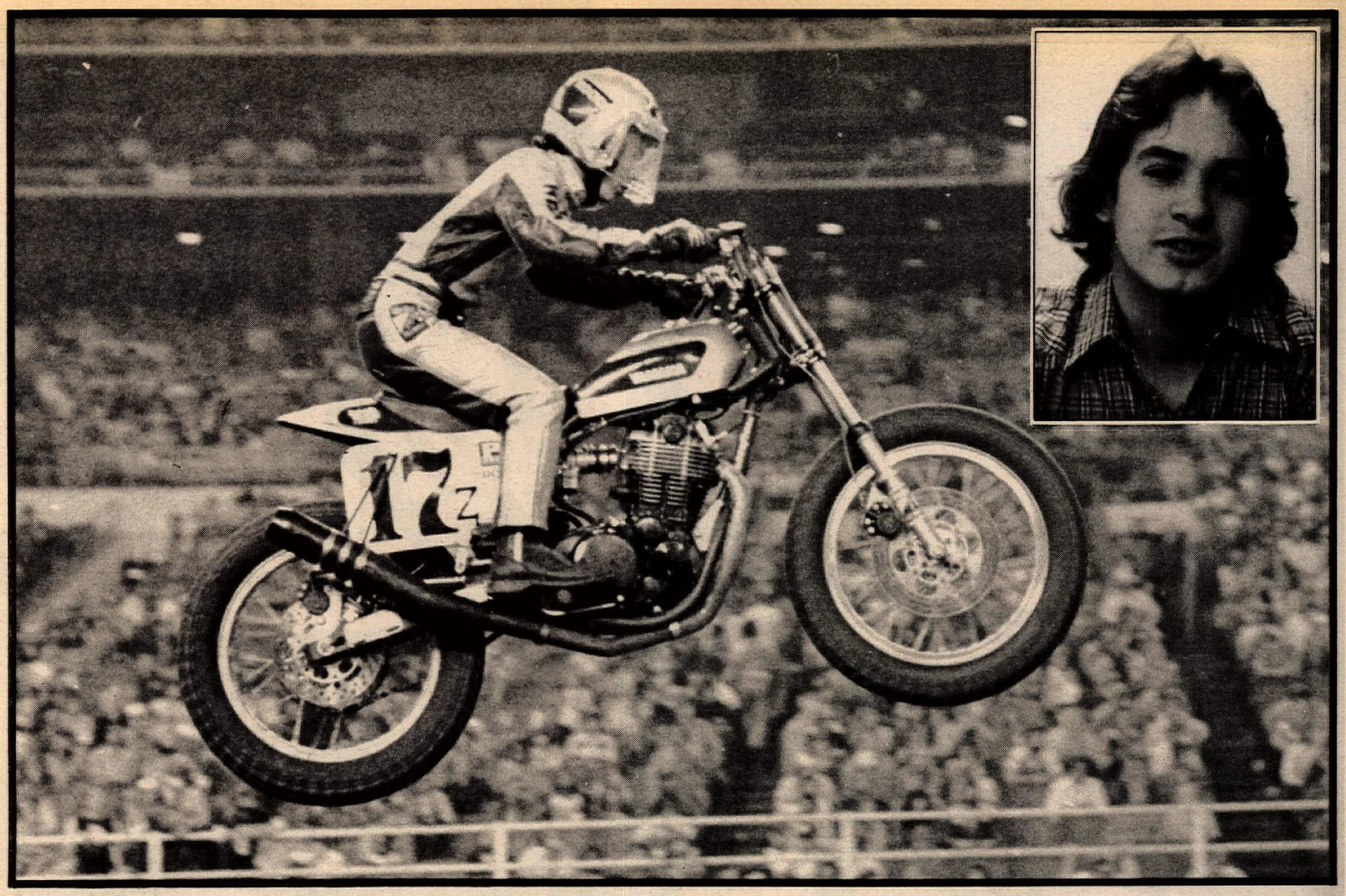
Team Green Amateurs are collecting trophies because KX motocrossers deliver winning performance. The Green machines have the power. Uni-Trak™ gets that power to the ground. Alloy wheels and hubs reduce unsprung weight. All KX motocrossers have air-adjustable forks.

And Team Green delivers winning support. Our Green Flag emergency parts system is super fast. Trackside support vans keep you running on race day. Team Green Dealers have a Hotline to the latest tuning information.

The Mt. Morris results are just another example of how Kawasaki performance and support are working on a local level all across the country. Team Green. We're flying high.

Kawasaki

Team Green lets the good times roll.



In the tradition of...

Jimmy Filice

By Dale Brown
Photos by Charles Morey and Brown

Northern California is famous for producing two things: America's finest wine and an impressive share of America's fastest motorcycle racers. From Joe Leonard to Kenny Roberts, Steve Eklund to Randy Mamola, and now the likes of Jimmy Filice and Rich Arnaiz, the Golden State's northern climate has nurtured a plethora of talented throttle twisters.

Eighteen-year-old Jimmy Filice is perhaps the most publicized of the country's crop of Class C Rookie Experts. A member of the newly-organized Roberts/Lawwill Racing organization, Filice has made good on the press notices generated by his Novice and Junior years, and is currently tied for fourth in the AMA/Winston Pro Series point standings. In his third-ever road race, the Lightweight Expert 100-miler at Daytona, he beat current World 250cc Road Racing Champion Anton Mang to place second behind U.S. titleholder Eddie Lawson.

The diminutive youngster, whose broad smile will probably become his trademark, is teamed with Mike Kidd on the Roberts/Lawwill effort. While their short track and TT machinery has proven to be fast, the Virago-based 750cc V-twin that the group will use on the miles and half miles that form the backbone of the Winston Pro Series remains to be proven.

While at this writing the machinery remains a question mark, the talent that the group possesses is unquestioned. Kenny Roberts, Mert Lawwill and Dick Mann account for five AMA Grand National Championships and 72 National wins, and their advice can really be helpful to a young rider like Filice. "That really helps a lot," says Filice, "like at Houston. It's really a lot of help when somebody can watch you, then show you what you're doing wrong and point you in the right direction. Kenny watches me, tells me where to go and it's really neat. Mike (Kidd) helps me out a lot, too. We get along really well."

The best teachers are for naught if the pupil can't or won't learn. That's not the case for Filice. "I'm a real quick learner and I can learn a lot in a short time. Scott Pearson used to go out and teach me; we went riding every day when I was a Novice. He used to take me out and knock me off and make me get back up and chase him. He taught me a lot."

Learning quickly was the key to Jimmy's success at Daytona, where he beat Anton Mang and placed second to Eddie Lawson. "That was another big thrill, and I couldn't believe that. I'm just amazing myself every weekend when I go racing. Eddie helped me out a lot there. I was following those guys around in my heat race, because I was only turning 2:19s, and to go fast you have to turn 2:14s or 2:15s. I dropped about three seconds in my heat race, and then in the main event I was turning almost 2:13s. Following those guys started making me go faster."

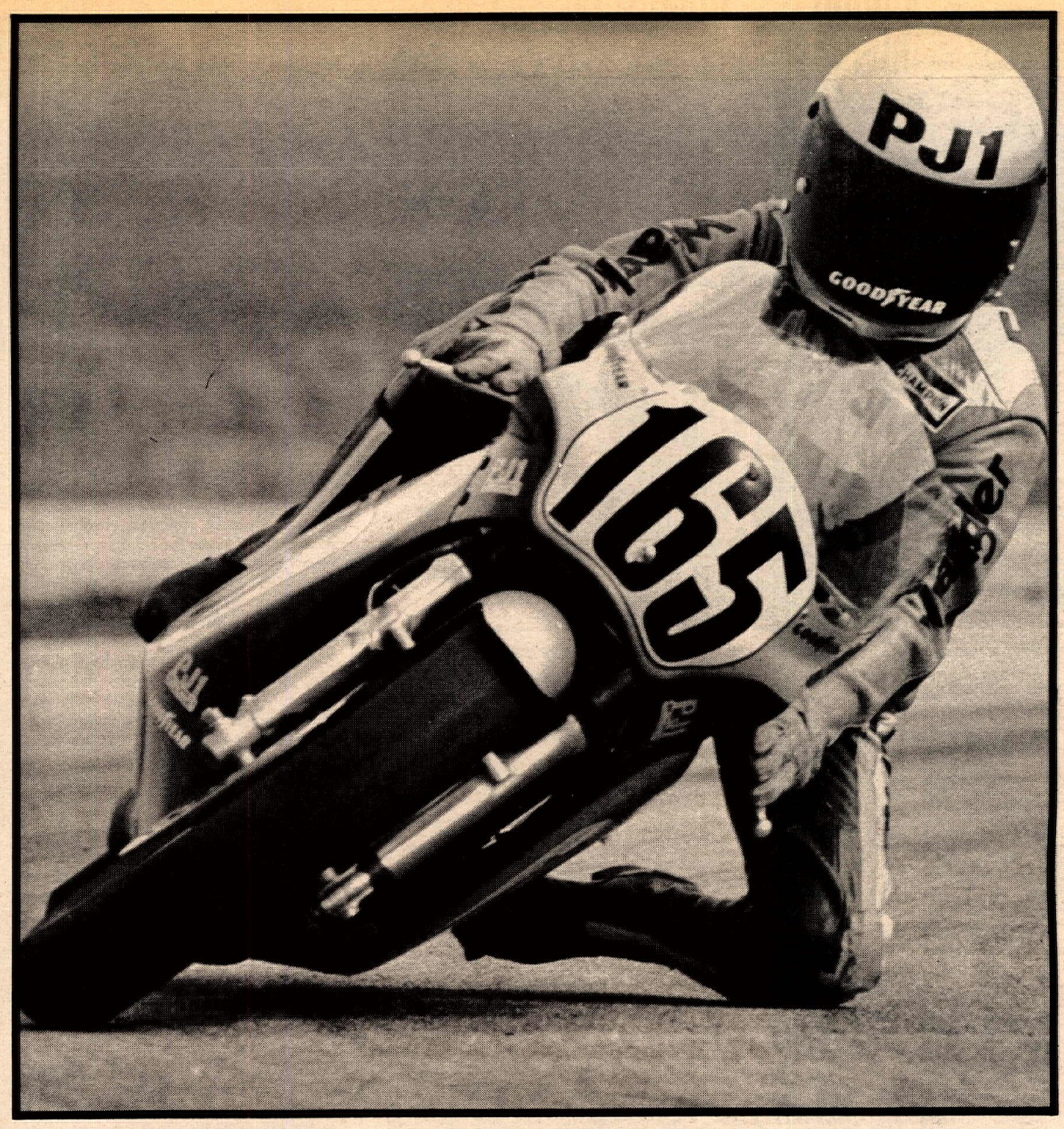
Daytona photos showed Filice leaned really far over on his road racer; much of his lower leg scraping the pavement despite his small size. "Kenny helped me out. I was leaning over, and I'd think 'God, Kenny, I'm dragging my knee and everything' and I thought I was leaned over far enough. He looks at the tire and goes 'No, you've got a *long* way to go.' I started really leaning it over during the race. I could put a lot of trust in the guy — he tells me to do something and I know he's already done it. It's already been proven that you can do it, so just try it.

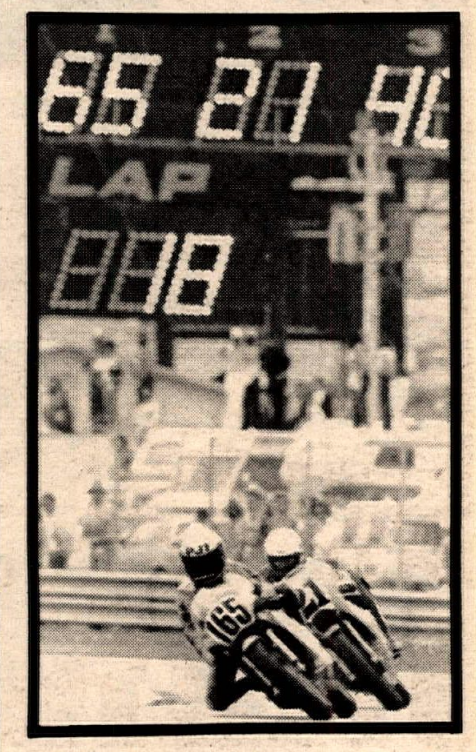
"I look up to Kenny, and it's neat to be called his protege, but it really isn't that true. Because I don't really have a riding style like Kenny, I don't think."

"This year Kenny didn't even really expect me to do as well as I did. We really weren't worried about Eddie as much as Mang because his bike was a lot faster than Eddie's was. Kenny told me not to go out there and pass them or race with them because it would probably make me crash, going too fast. I went out there and I caught up to Mang, and I followed him around. And shoot, it was like nothing when I passed him. I guess Kenny almost fell off the motorhome. He got so excited; he couldn't believe it. He gets too excited at the races; he gets more nervous watching us race than race himself. At Houston he was a nervous wreck."

"I'd like to stay on the dirt tracks, but there isn't really that much money in dirt track racing. Hopefully, I'll be going to Europe in two or three years. That's where I really want to go."

Filice will contest the Lightweight Expert class at all American road races this year, but the majority of his '81 racing will be on the dirt. He first hit the Expert level dirt track scene under the Houston Astrodome, and qualified seventh fastest for the opening night's short track, but broke the chain at the start of his heat race.





"I was leaning over, and I'd think, 'God, Kenny, I'm dragging my knee and everything!' and I thought I was leaned over far enough. He looks at the tire and goes, 'No, you've got a long way to go.'"

The following day's TT went much better. Gaining a direct transfer to the National, he wound up a solid third. "I was amazed at myself. I didn't think I would do as well as I did. I thought I would make the main event, but I knew I would have to work for it. I couldn't believe it when I finished third. That was great."

Did the big boys play rough? "Yeah, but I thought they would play a lot rougher. I thought there would be a lot more competition than there really was. I just cruised the whole way, didn't really push myself. I didn't get tired at all. I just kept the same pace the whole way."

Filice also made the National field at the Ascot TT. He was involved in a first lap crash that necessitated a change to another rear wheel, one without his choice of tire. He crashed again and fought back to finish eighth. "That's racing," he said after the event.

Between the time this is written and the time it appears in print, the new Yamaha V-twins that are being prepared for Kidd and Filice will have made (or perhaps not made) their first appearance at the Sacramento Mile. The bike's performance — and subsequent performances — will be a major factor in determining Filice's chance for Rookie of the Year honors, or a high finish in the point standings.

"He (Scott Pearson) used to take me out and knock me off and make me get back up and chase him. He taught me a lot."

With that big question still unanswered, we asked him to evaluate his chances for RoY honors. "It's going to be really hard to do that. We haven't run the motorcycle yet at all. It will be really hard to beat out Rich Arnaiz for Rookie of the Year, because he does really good on the miles and half miles, as well as the TTs and short tracks, like me. He's a good racer, and I think he'll give me the most trouble."

As far as any ideas as to where he felt he might finish in the National standings, Filice said, "It's hard to say. I don't know how the new 750 is going to work out. I think I can do pretty well in the TTs and short tracks, but there's only four TTs; not very many. I'll be lucky if I get in the top 10. You really have to be doing good to reach that. I hope to win a National this year."

Filice acknowledges that much of 1981 might be tied up with development of the Yamaha V-twin, which Mert Lawwill is under contract to do for Yamaha. "I think '82 and '83 are going to be better years for me than this year. This year is going to be a struggle, I think, just to get through the races and it's going to be a lot of work for everybody. It might be a good year for us, you never know."

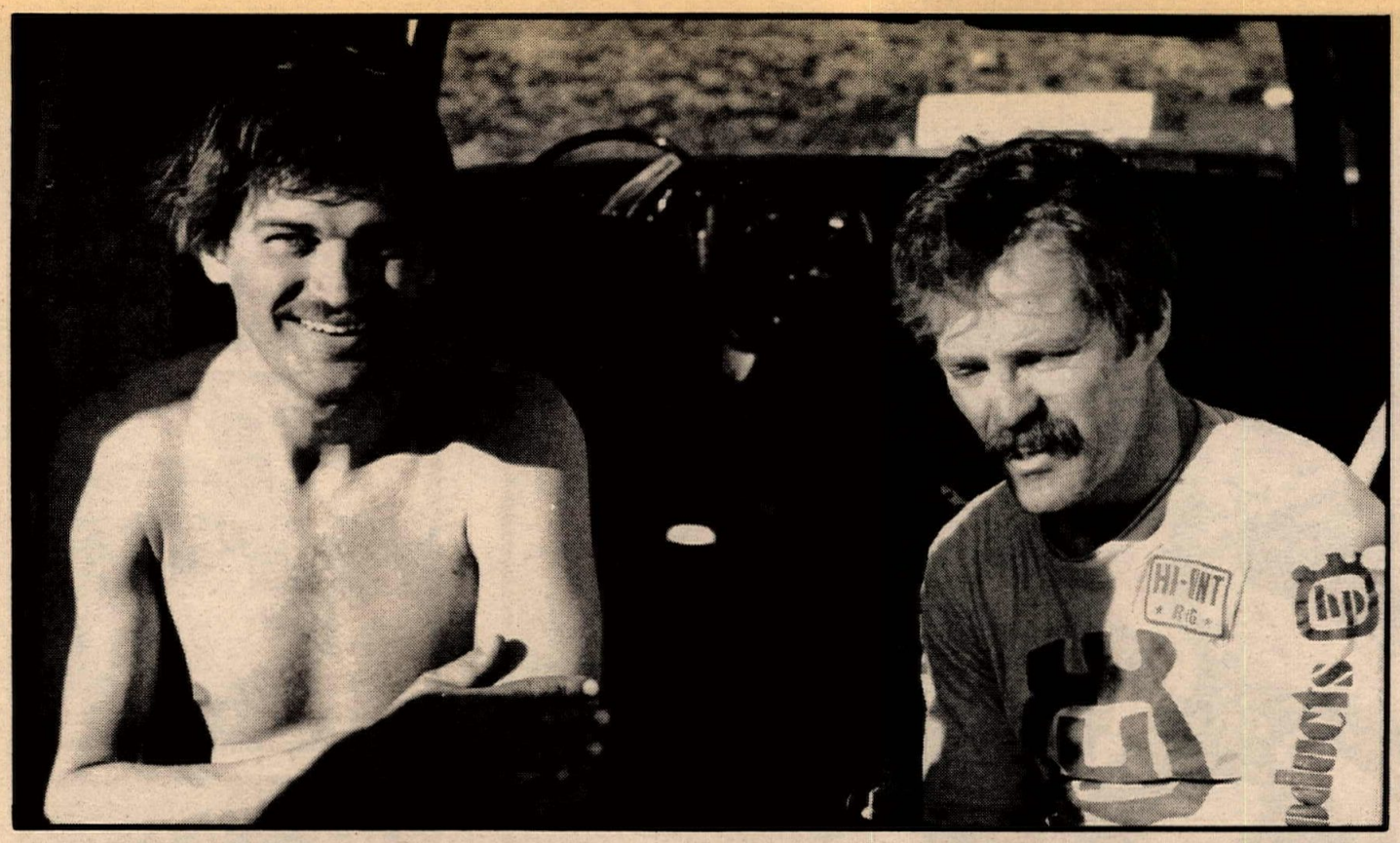
Class C racers aren't known as being a group of large human beings, but Filice is smaller than most. Is it a disadvantage? "No. If anything, it gives me an advantage. I'm a pretty smart motorcycle racer. I can use my head with a lot of things, like coming off the corners on slippery tracks like Sacramento. I think I can do really well there. The throttle is where your traction is. You get to know how to use the throttle right and you win races that way."

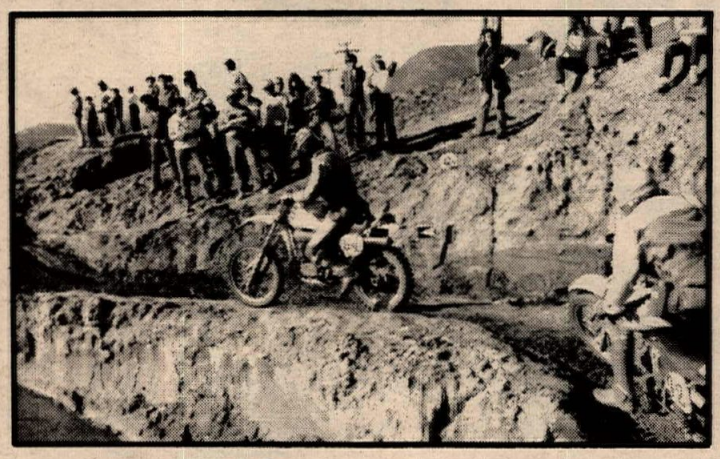
How about wrestling a 750 around some of the rougher half miles? "Ascot is one of the toughest race tracks to ride a 750, I think, and I rode their last regular half mile (last season) on Mert's Harley, and it didn't seem to be any problem. That was the first time I rode it there, and it was really easy. The 750 is a lot easier to ride than any other motorcycle. The horsepower is there and I just let the motorcycle do the work."

Filice, whose racing career began on a mini bike and was nurtured on the amateur short tracks and TTs of northern California, lists riding, followed by more riding, as his main hobbies. He plays a little racquetball, likes skiing, and runs, exercises and swims to stay in shape. "Just lay off and do nothing all week," he says, "and you're worth nothing the whole weekend."

Asked which way his future path might take him — dirt track or road racing — Filice said, "I'd like to stay on the dirt tracks but there just really isn't that much money in dirt track racing. Hopefully I'll be going to Europe in two or three years. That's where I really want to go. I want to go road racing. I enjoy it."

Someone else from northern California has already done that. Does Filice consider himself to be Kenny Roberts' protege? "No. Everybody thinks that. In the future I might go ride the 500 and contend in the 500cc World Championship, but I'm not Kenny's protege. I ride for Kenny, but that's just like when they said Randy Mamola was his protege. That really was not true. He was just somebody that was involved with Yamaha behind Kenny, and that's how he looks at it now. I look up to Kenny and it's neat to be called his protege, but it really isn't that true. Because I don't really have a riding style like Kenny, I don't think." •





(Top) Smilin' Bob Popiel and Team Husky riding partner Greg Davis relax after the ride. This year's Tecate covered a variety of terrain — some tough, some easy — providing a good ride for fun rider and "pro" alike.

Tecate 500 Enduro

Popiel's second Automatic win

By Suzie Mann

This year's prestigious and demanding Ninth Annual Tecate 500 Two Day Enduro, voted "the best one ever, super course with perfect weather" by 90% of the riders, reflected a major change in attitude toward the event by the sponsoring Los Ancianos M.C. That attitude change combined with a lot of time, planning and plain old hard work with plenty of attention to detail resulted in a first class, national-caliber competition.

Team Husqvarna rider Bob Popiel, who became the first eastern rider to win the event last year, pulled a repeat of the overall win with his Husky Automatic. Tall, lanky and very fast, Popiel (who now lives near San Diego and works for Husqvarna running their service schools on the west coast) said, "I chose to compete on the Automatic again this year, first because I like it, and second because a couple of guys at a gas stop last year didn't seem to believe you could be successful in the Tecate with one.

"Maybe they're believers now" he smiled. Popiel accumulated a mere five points during his winning ride, fewer most competitors picked up either day of the demanding 400 mile event.

Based in the northern Baja border town of Tecate, known for its beer and located about 40 miles east of Tijuana, the course runs one major loop each day through some breathtakingly beautiful and sometimes treacherous terrain. It snakes through and around a lot of high sagebrush, pine forest, along decomposed granite trails and over rocks. One section this year ran along for a couple of miles over smooth round golfball-to-grapefruit-sized rocks.

ISDT rider Greg Davis, who was competing for the first time west of the Mississippi and south of Oregon, stopped and shut off his bike's engine so he could take in the view from one of the higher points on the course on Sunday morning. "I was trying to rent a pair of 18-year-old legs to use on Sunday after Saturday's ride" joked Davis. "I had a super time despite falling off the railroad tracks (the path used to get the riders in and out of Tecate this year) early Saturday morning. I had a time getting back up the bank, and I'm sure no timekeeper, but it was an excellent run."

A few riders felt that the event this year was "too easy." It did not reflect the challenge they had come to associate with the Tecate 500 which has a well-deserved reputation for being one of the most technically difficult and sometimes brutally tough enduros in the northern hemisphere. It is one of the few events Malcolm Smith seriously competes in each year on a motorcycle. Smith, who took the overall win several times in the past eight events missed the Tecate for the first time this year but felt it was a tough choice between Tecate and a fully paid, sponsored ride in a Dodge pickup in the East African Safari! The Safari barely beat out.

Riders normally anticipate a skirmish with nature and the elements, splendidly choreographed by the Los Ancianos with flair, imagination, a bit of scheming and a pinch of treachery. And that's on a good year when the weather isn't too bad. Some riders felt it was a plot with intent to DNF competitors who are not prepared, alert, and very good motorcyclists. For the past eight years the Tecate 500 has occupied a spot on the opposite side of the spectrum from the ubiquitous "family enduro." The entry form clearly states "for experienced riders only." Those who weren't experienced enough usually found out rather quickly on the first day, particularly in the years when Mother Nature jumped into the act with rain or sleet or snow or all of the above.

The motto "Old age and treachery will overcome youth and skill" was enthusiastically adopted by the club after members Jim Hjalmarson and Ken Hearing noticed it in Jim Hunter's BSA/four-stroke repair shop a few years back. Several of the most difficult, tough and truly arduous enduros in modern history were Tecate 500 events.

Back in 1974, almost half of the field was out by the noon check on the first day! The 1978 event had just 20 official finishers from 240 starters! Heavy rainstorms just prior to last year's event caused much of the course to be rerouted and saw only 32 official finishers from well over 200 starters!

The word got out, no matter how good the rider, the Tecate could get you if you didn't watch out. Many riders felt duty bound to verbally rake Los Ancianos members over the coals in the past, in return for the punishment their bodies and motorcycles received out on the infamous course. A Tecate finisher pin is a coveted award. Some riders have been trying as long as seven years to gain one without success.

But the riders were returning in slightly lower numbers the past couple of years and the club realizing that "the winners would win regardless and that the event was really for the majority of the entrants," so this year they used all of their considerable skill and imagination to put on a really good enduro that the average, experienced rider could at least finish.

The results were spectacular. There were just over 150 finishers out of 213 starters. The club achieved this miracle by running a 24mph average throughout, instead of their normal time changes which ranged from

12mph to 42mph depending on trail and conditions. In the past if a rider got behind it took superhuman effort to regain the lost time. There was no slack in the schedule. This year in addition to the nice balance of hard and average sections the club gave 24 minutes per day free time in three eight-minute increments. This slack allowed the average entrant to finish easily without houring out. Even if the weather had not been so co-operative there would have been a high percentage of finishers.

One experienced enduro rider stated, "The event was almost perfect. Any good club can set up sections so everyone is late but it is difficult to set up sections so AA riders burn checkpoints by being early. That takes thought and imagination." The only two points Popiel dropped on Sunday came from burning one of the strategically placed checks! He said they really caught him on that one.

Competition for the four-man Team Trophy was very close this year and as of this writing seemed to be among the team on minute seven, Chip Howell, Rick Finger, Randy Hollenbeck and Rocky Tuggle; the Malcolm Smith Racing Products Team of Sherman Schneller, Gary Drean, Wayne Martin and Kent Richardson; and the Torsten Hallman Racing Team of Lars Larsson, Bob Maynard, Jim Townsend, and Bryon Davis. The Las Vegas Team, who dominated the team competition for five straight years through 1979 was back and in the running this year until an invisible rock tore the gearshift lever and part of the case off of Max Switzer's Yamaha. Las Vegas team captain Scot Harden even sported a speedometer on his Husky this year. Hugh Kelly headed up the team travelling the longest distance to the event. Kelly is from Tahiti while Dave Rochlen, Woody Cox and Jack Ching, Jr. hail from Hawaii! The team was doing very well until Rochlen, who is 53 years old and competes wearing a back brace, houred out with a flat tire late Sunday afternoon.

An award for perseverance should go to former national dirt track rider, Jim McMurren whose Kawasaki lost a rear sprocket Sunday when all the bolts fell out. Jim borrowed one bolt here and one bolt there as he continued on the course to finish the Tecate for the first time in six years of trying!

If the riders could give an award, without a doubt it would go to Bill O'Brien and the crew from Mag 7 who run the incredible lunch check. The normal scene goes like this. The tired rider pulls into the lunch area and is immediately greeted by a smiling helper who takes his bike over and parks it while inquiring if anything special is needed while the rider has lunch. The extremely competent crew will gas the bike, lube its chain and even fix a flat tire for you while another friendly person leads the rider to a tub of hot moist towels. A beautiful lady carefully cleans the rider's face, and he is then led to one of the tables and lunch is served. Refreshed, the competitor heads out on the trail. For some riders the lunch is one of the main reasons for entering the Tecate. For others the chance to ride some virgin terrain, blazed especially for the event each year is really enough and the lunch if just a super treat.

Will the Los Ancianos be tempted to sneak a bit more "treachery" and some technically more difficult sections into next year's Tecate just to keep all those experienced riders on their toes and live up to their hard earned and well deserved reputation? Will Mother Nature conspire against the entrants again? One thing is sure, at least 240 experienced riders will be more than happy to plunk down the entry money to find out. They all think it's worth it.

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It was no Mickey Mouse win as Kevin Hopkins sailed to victory in the 175cc Expert class.

Desert racers dominate Viewfinders Grand Prix

By Joyce May

RIVERSIDE, CA, APR. 4-5

The warm southern California sun and the heavy dust made the D-37 desert riders feel right at home as Kevin Hopkins, Bruce Ogilvie, Chuck Miller and John Stapleton took the unofficial wins at the Viewfinders Grand Prix at the Riverside International Raceway.

Unlike most of the past Great Bear events and the initial VF race last year, there was no fog, no rain, no snow, and no cold biting winds. Instead it was sunburn weather, with almost 1300 entries.

(Note: The following contains only unofficial overall results, kept by the Amateur Radio Crew covering the events, and are the only available results at press time.)

Saturday morning

The first race of the weekend was for all riders in the Trail (100cc) and "C" (125-175cc) classes, plus the gals. This group would have the dubious honors of "breaking trail" on the grassy off-cambered sections near the freeway, of going up and then dropping off "bandini hill," and of making the choice to drop off the very blunt jump over the mudhole or going through the water, which looked to be about two feet deep. The dust was as thick as any desert race ever, with no means of getting away from it.

It was Kevin Hopkins, wearing his now-familiar blue Mickey Mouse shirt, who took an immediate, commanding lead off the start.

The front starting line of this race was quite unique. Numbers three and four were held by brothers Pete and Bill Postel, while numbers five, six and seven were possessed by Kurt, Kent and Scott Pfeiffer. It looked like a *real* family affair!

Pete Postel took over the second spot followed by brothers Scott and Kent Pfeiffer with Paul Palmer moving into the fifth slot by the end of the first loop.

The second, third and fourth laps were still led by Hopkins with Pete Postel in the second spot. Kent Pfeiffer had moved into the third slot in the second and third laps, but had been displaced in the fourth by hard-charging Donnie Morrison, another Mickey Mouse Racing Club member. Palmer had broken and was out of the race.

By the fifth lap Bob Maxwell had displaced Kent Pfeiffer in the top five overall.

The final unofficial results had Hopkins and Morrison (both riding out of Dick Allen's Yamaha) in the first and second spots, followed by Pete Postel, Maxwell and Scott Pfeiffer.

Dawn Grant, former number two desert gal and current stunt woman for the movies and TV, came out of retirement and earned a first place in her class. Lynette Zuber took second. Tricia Farmer earned the first desert gal honors.

Rescue 3 was ever present and went into action numerous times as riders went down.

It must be noted that one young rider, Frank from the Invaders M.C., who pushed an "antique" 1972 Yamaha 100 into the impound area prior to this race... amidst great volumes of laughter from the sponsoring club, *did* finish the race on that machine and was able to return the laughter with great gusto!

Saturday afternoon

The second Saturday race contained bikes of every and any size, as well as all age groups. The "Sportsman" race is considered an unclassified, no-point race, which many riders ride to familiarize themselves with the course for races on Sunday.

The front line of the afternoon race looked very formidable as many of the top desert and MX racers poised to take the green light.

Bob Balentine, aboard his red Honda, had the lead off the first lap. Balentine had sprained his throttle wrist quite severely the weekend before, but was still making a gallant effort not to let Al Baker, his sponsor, down.

Meanwhile, Baker himself, aboard a four-stroke Honda, was running third behind the ever-threatening Bruce Ogilvie, who was riding a Dale's Modern Cycle Yamaha.

Mike Drown was fourth overall off the first lap, followed by Ed Whisenant of Team Jesus.

By the third lap there had been changes in the top five. Balentine was

SUZUKI'S "MAGIC" WORKS AT SADDLEBACK.

In round two of the 125cc National Motocross Championship series, Team Suzuki's "Magic" Mark Barnett put on a show with back-to-back moto wins for 1st overall. This puts Mark way out in front in the national points race. Danny Chandler aboard a stock RM-125 finished 5th for the day and is currently 7th in the 125cc series.

As for the 250cc national class, Team Suzuki speedster Kent Howerton took his "Full-Floater" to 1-2 moto finishes, keeping him well on top of the national points standings. Ron Turner continued to shock factory riders by turning in an exceptional performance on his stock RM-250. He captured 5th overall giving him 3rd in the 250 series.

Looks like the Suzuki magic is still working strong.

See Team Suzuki in action at the Mr. Pibb Superbowl of Motocross in Kansas City, Missouri, Saturday, May 2, 1981.

(Above) Despite a sore wrist Bob Balentine took second in the Saturday Sportsman race. (Below) The Viewfinders had a good mudhole.

still leading, but Ogilvie was closing in. Whisenant had now moved into the third spot, with Baker in fourth. Bill Saltzman had moved up into the fifth slot. During the next two laps a lot of uggling occurred, with Ogilvie taking over the lead.

The last four laps were relatively uneventful, with Ogilvie well-entrenched in the lead, Balentine in the second spot, followed by Whisenant, Saltzman, and Dan Ayers.

Ogilvie celebrated his 28th birthday with this race win.

Sunday morning

Sunday morning dawned much warmer than Saturday. It was going to be a real scorcher of a day. Only the brisk breeze would save it from being unbearable. The breeze also managed to move the dust on the course around a bit, so it wasn't quite as thick as the day before.

The first race of the day would include all 250cc and Open Beginner and Novice riders. This group is always considered the wildest and most unpredictable.

The mudhole jump became a source of concern as the wild riders tumbled off the end of it because of lack of speed. Others came off too fast, losing control in the soft soil and careening into the crowd. At one point it looked like the migration of lemmings, plunging off the cliff and into the sea (of mud). Rescue 3 once more had their job cut out for them as they kept vigilant for downed riders.

The leader off the first lap was Steve Mudd followed by R.W. Thornburg, B. Thompson, Ralph Mendenhall and John Stapleton.

By the second lap, with Mudd still in the lead, Thompson had moved to second, with Stapleton now in third. Thornburg had dropped into fourth while Ed Bickell had moved up from a fifth line start to the fifth overall spot.

By the third loop Bickell was now in fourth with Eric Ewalt moving into fifth.

Stapleton had moved into the second spot behind Mudd by the fourth lap, with Thornburg in third and Jeff Aeck, moving up from the fifth start line, to fourth overall.

Mudd and Stapleton now began a battle that lasted the rest of the race. Stapleton had the lead on the fifth lap, with Mudd taking it again in the sixth and seventh. Stapleton finally got the upper hand in the eighth lap and retained it to the finish.

Aeck had taken over the third spot followed by Tim Howard. Aeck then moved into the second spot shortly before the finish.

Sunday afternoon

Final race of the weekend included the 250cc and Open Amateurs and Experts (MX and desert), plus the sidehacks, who always put on a good show.

Chuck Miller had a bit of luck when he bought a late entry on the first row. It was his first ride for his new sponsor, Up-Tite Husky.

Missing from the front row was Bob Balentine, whose wrist was too sore to ride another race on this weekend.

Off the start line two riders collided. One was high on the banked track and dropped down, clipping another's front wheel. Russ Kurisu was the rider on the second machine. As Kurisu's wheel twisted, he looked down at the pavement speeding beneath him and decided it would be better to try to save it than to bite the concrete. He shot up towards the wall and finally regained control of his machine.

The lead was taken by the familiarly brown-clad Craig Adams. By the time he came into view on the last grassy outfield section he had built up a tremendous lead. As he came off of a small jump near the end of the section, his chain broke, ending his bid for what possibly could have been an awesome win.

Miller took over and was in the lead as the riders began coming past the pits. Jim Fishback was close behind, followed by Bill Saltzman, Kevin Davis, and Ed Whisenant. By the second lap Davis, who had started on the third line, was now running second overall.

The third lap was still led by Husky-mounted Miller, followed by Davis and Saltzman. The fourth spot was now held by long-time desert ace and MXer, Terry Clark who had started back on the fourth line. Howard Mc Casland had moved into fifth.

On the fourth lap Mike Sixbery, who had been dicing it out with Dan Ashcraft, had moved from a seventh line start into the third spot. Ashcraft, meanwhile, was down in the pits for two and a half minutes when his dump can failed to function and gas had to be transferred into a standard can before he could get gas.

Sixbery was really pushing, riding hard, taking the shortest line on every corner. He was out to win this race without a doubt. By the fifth lap he was in the second overall slot behind Miller. Saltzman was behind Sixbery, followed by Clark and McCasland.

Sixbery's bid was cut short, however, when he got a flat tire and DNF. Clark was now in the second spot, followed by McCasland and Rob Carpenter, who was also a seventh row starter. Dave Hornbeck was in the fifth overall slot.

The final lap ended with Miller taking the checkered flag with Clark unofficially only one second behind in time. Carpenter was third with Mc Casland in fourth.

When the final computer finish is printed, a big turnover may occur in this race as there were many riders moving well ahead of their start line peers.

Huskys seemed to dominate this race once again for a change, with the first three overall aboard these machines.

The sidehacks had a great race. One hack chose to take the jump at the mudhole because of a bet. They made it, but never came back around again.

The Mesa, AZ team of Mike Curtis and Clyde Stewart took over the lead from the start and held it past the checkered for the full six laps required for the hacks.

The Mike Abbott/Don Whittirston team was in the second spot on the first lap, followed by the Islanders team of Ron Whittaker and Gordon MacLean.

Several hack teams had little isolated battles going among themselves. One driver almost lost his passenger as they bounced along the trail to the waterhole seconds ahead of another team. As he forcefully plunged into the water the "monkey" was almost knocked from his precarious perch by the force of the water. The second hack plunged in after them and was almost drowned out, but, once clear of the water, the battle continued.

The San Gabriel Valley M.C. team of Dale and Randy Jordan had their bad time too. This team is relatively new at hack racing. They've participated in a few 50-mile desert races only. The continual twisting and turning of the demanding GP course almost did the "monkey" (Randy) in. He had to be helped off the hack at the end of the race, because his fingers were clamped to the railing of the side hack!

The sun finally set on an encampment of Viewfinders who were all exceedingly exhausted, but fairly satisfied that the events they had worked so hard on turned out to be a success. Now it will only be three more months before they will have to start plans on *next* year's event! ●

COOLEY BREEZES THROUGH IMOLA.

At the Superbike 100-Mile Exhibition Race in Imola, Italy, Suzuki's Wes Cooley stole the show on a Yoshimura-prepared GS-1000.

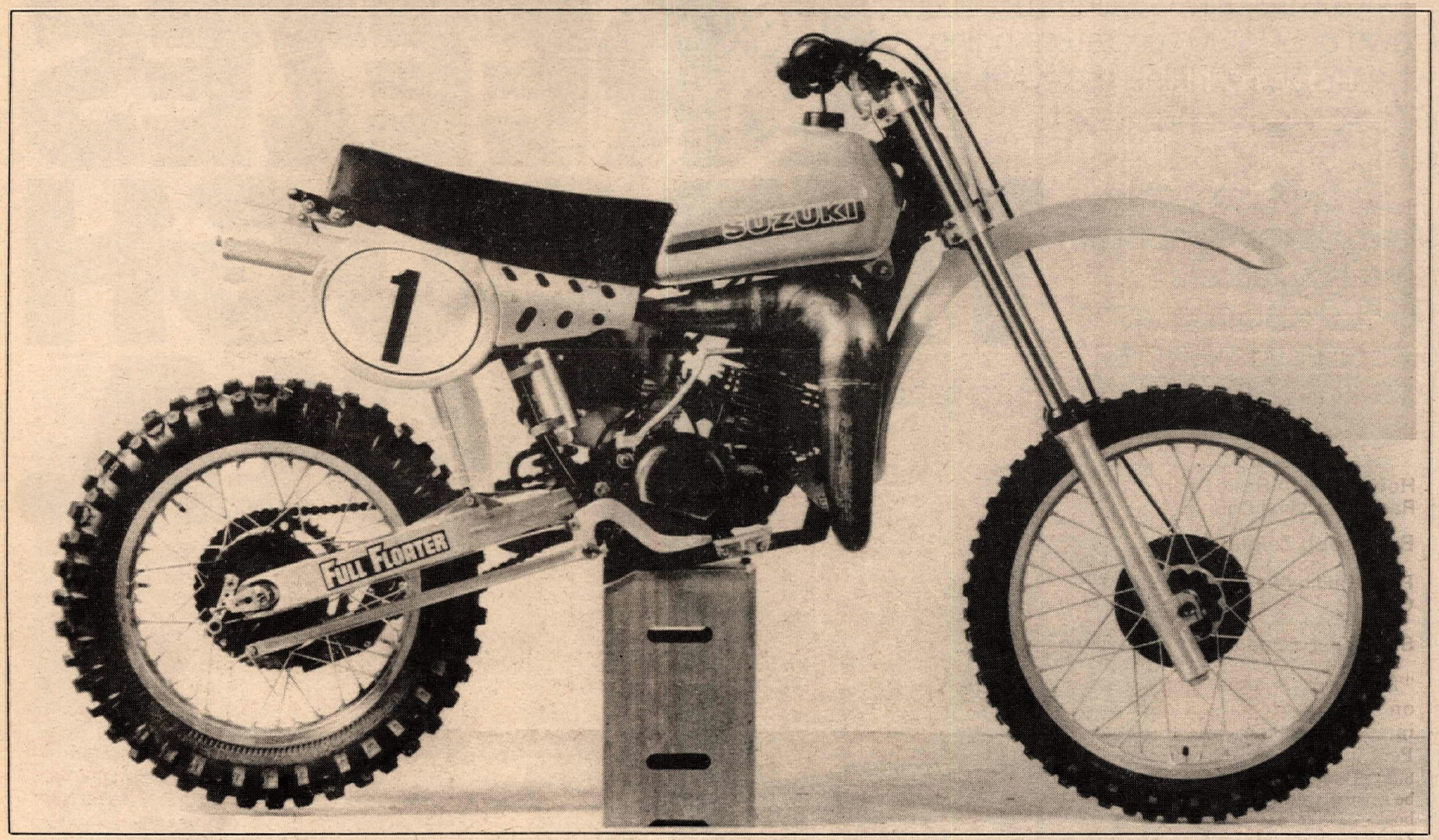
Wes entertained an international crowd of 50,000 spectators, riding wheelies and winning the event by 67 seconds over his closest competitor.

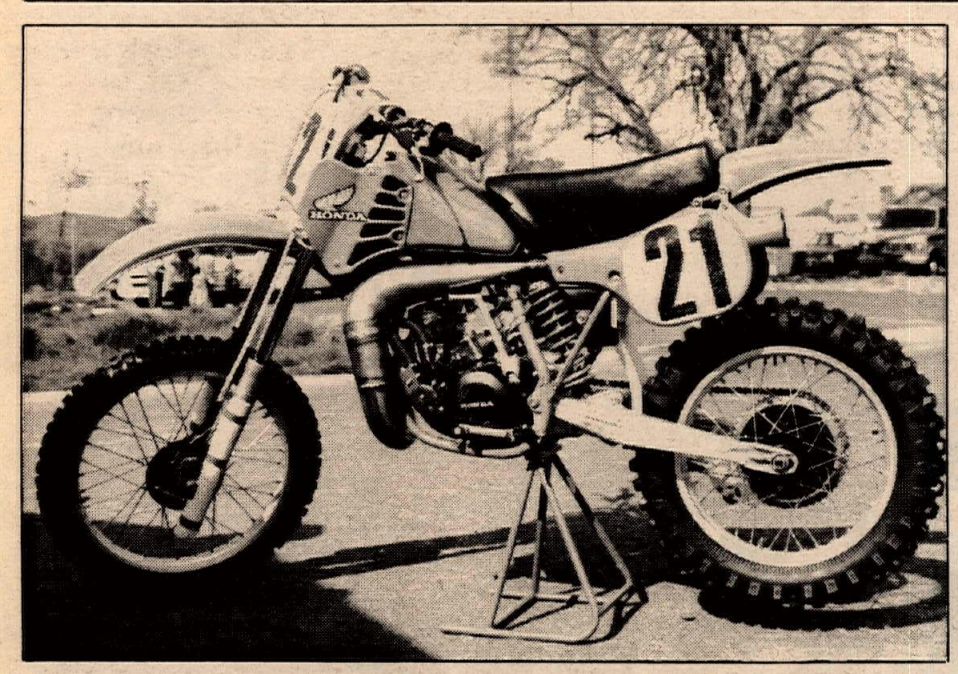
Suzuki factory rider Marco Lucchinelli also had a great day aboard his RG-500 road racer, as he outdistanced everyone in both legs of the Imola 200 International Road Race.

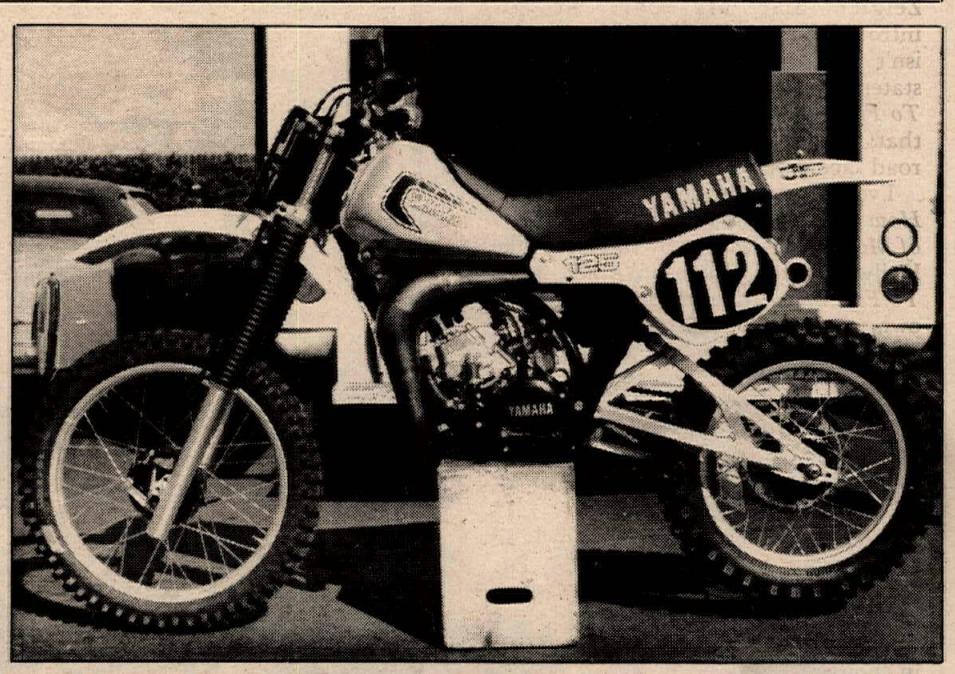
To these performances, all we can add is "Bravissimo!"

Close-up

Trickest MXers in the U.S.







Kent Howerton's RH250 (top) is lighter than last year's bike. Sources estimate the weight to be around 200 lbs. The bike is also narrower, due to a new single side airbox. KYB suspension provides between 12 and 13" of travel front and rear, standard figures for works bikes now. Donnie Hansen's RC250A1D (left) features Showa forks, Ohlins shocks, dual impeller pumps. Erik Kehoe's OW43 (above right) doesn't have a link-type mono — yet.

By Mark Kariya

Racing has served two purposes for some time. The most immediate and visible result is, of course, producing winners, seeing who is better than the rest and what he uses which helps generate sales of equipment and accessories.

Secondly, the part that is often overlooked is that winning races tends to prove certain ideas and concepts of how to make something faster, lighter or better handling. Yamaha's current ad slogan "We don't build great motorcycles to win races; we win races to build great motorcycles," appears to embody the unwritten coporate philosophy of most companies. Motocross seems to have some heavy influence on what gets sold to the public and the trick, successful ideas from factory motocross bikes find their way onto those available to Joe Average Motocrosser (and Playrider) quicker than in any other form of the sport.

It was not always this way and the Big Four from Japan were at one time especially quality of selling motocrossers that were hideously pathetic replicas of works bikes; imposters, really.

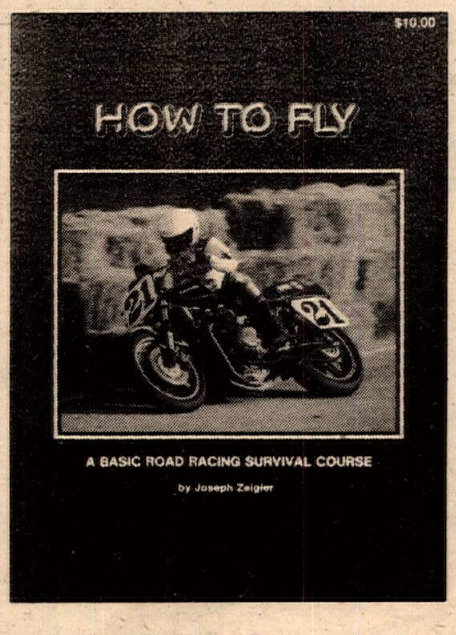
That has changed. In 1980, for example, the factories were allowed to run water-cooled bikes for the first time and each of the Big Four responded by introducing water-cooled 125s. Honda even had a water-cooled 250cc factory bike. Walk into your dealer's showroom today and what do you see but water-cooled 125s (and Honda's CR250R water-pumper)? A couple years ago, the only water-cooled bikes available were a couple street machines and Yamaha's TZ road racers.

Witness, also, Suzuki's Full-Floater single shock rear suspension which made its first U.S. race debut last summer. Are the '81 RMs on your Suzuk dealer's floor twin shocked?

If you haven't had the opportunity to walk through the pits at a 125/250cc National this year, yet, the next best thing is seeing pictures of what the factories are campaigning. Who knows, what you see may be on that 1982 ultra-MXer you've been planning to spring for at the end of the year.

(Continued to page 24)

Book Review



How To Fly: A Basic Road Racing Survival Course

By Joseph Zeigler

Published by Penquin Racing Corp.

Soft-cover, 52 pages, $10

"This book is about going fast on a motorcycle...(and) is intended as the text for the Penquin Roadracing Schools, but you don't have to attend or even be be on the track to benefit from this book." Those are the words of Joe Zeigler and are part of his introduction to *How To Fly*. Zeigler isn't hyping his book in the above statements, he's telling it like it is. *How To Fly* is a concise, to the point book that is perhaps the finest primer for road racers we've seen in years.

I've always compared books such as *How To Fly* to the 1963 classic *The Art of Motorcycle Racing* by the late Mike Hailwood and Murray Walker. *How To Fly*, with far fewer pages, holds its own when compared to the Hailwood book, which to our knowledge is no longer available.

Following Zeigler's introduction are sections entitled The Motorcycle -- picking a bike, basic preparation, and improving on stock; Basics, which covers a multitude of road race subjects from how to go fast slowly to tuning your body (the latter by Dr. Craig Baldwin); Track Safety -- rules, flags, etc.; and finally an appendix that touches on items usually ignored in "how to" books.

If you have eyes for road racing and are unable for one reason or another to attend a Penquin Roadracing School, the $10 you *should* spend on *How To Fly* might be the best investment you can make in your pavement pounding career. If $10 sounds like a lot of money for a 52 page soft-cover book that might help you become the next King Kenny, consider what you have left of the last case of beer you forked out $10 for. And as an added plus you'll get to see a picture of Wes Cooley doing...shucks, buy the book and find out for yourself.

The book is available from Joe Zeigler, Penquin Roadracing Schools, 166 Cullinane Dr., Marlboro, MA 01752.

Jack Mangus

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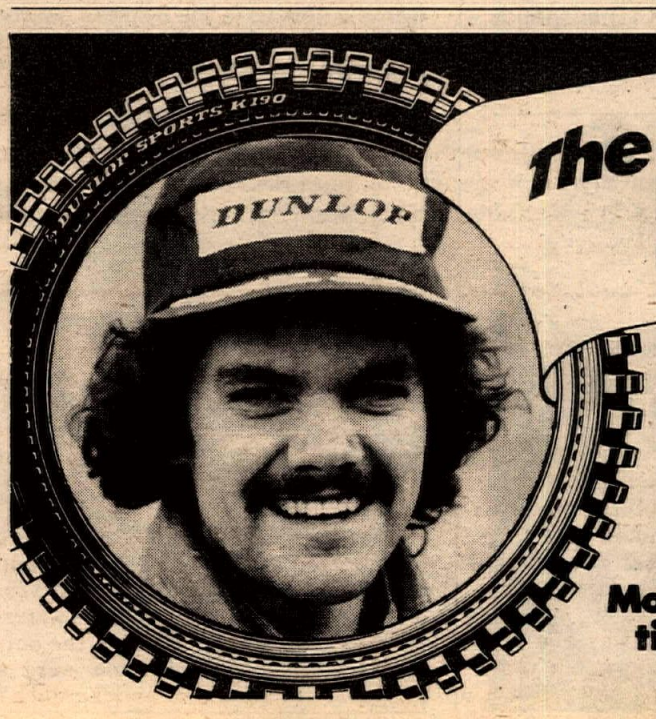

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1st 125cc (tie)
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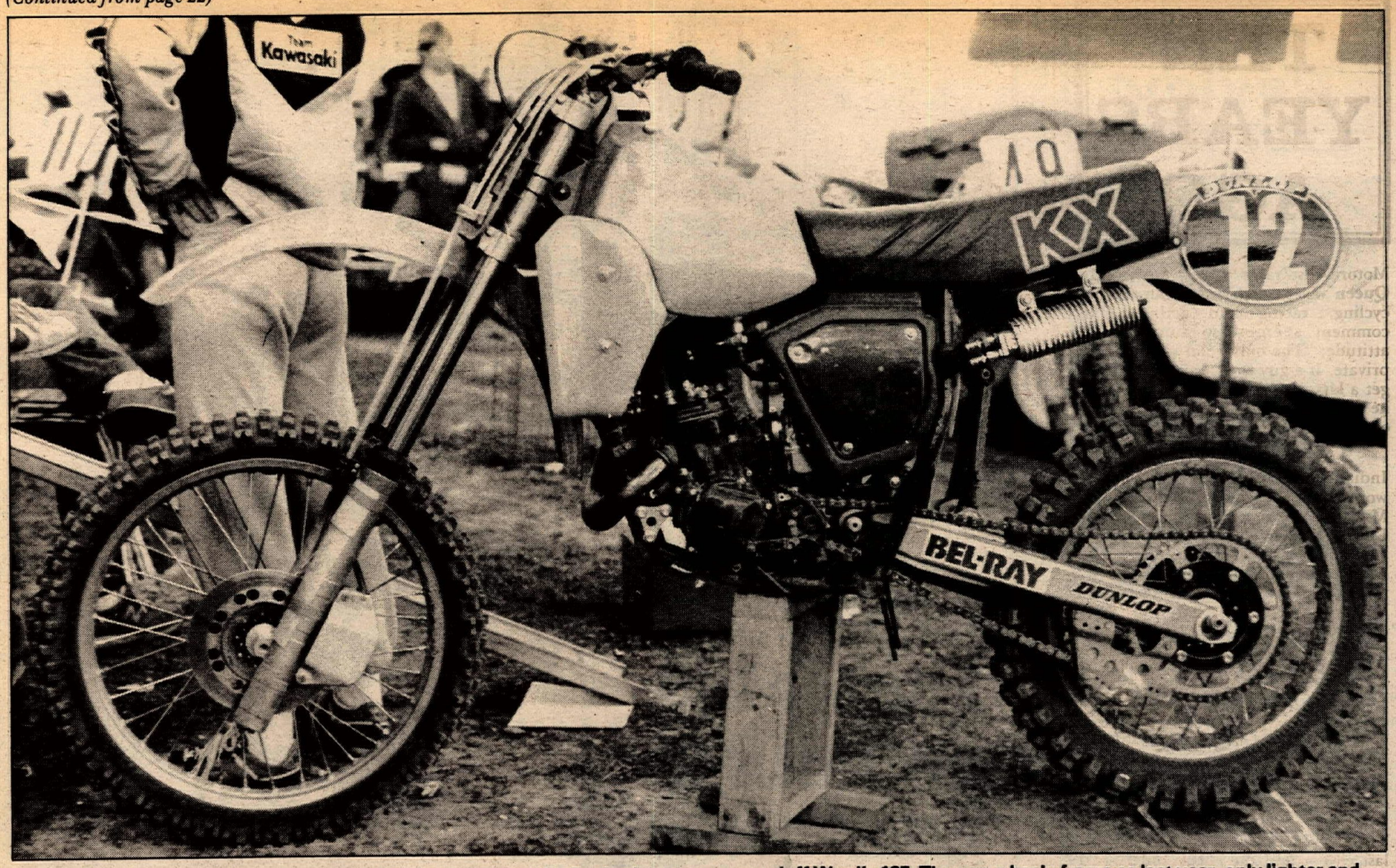
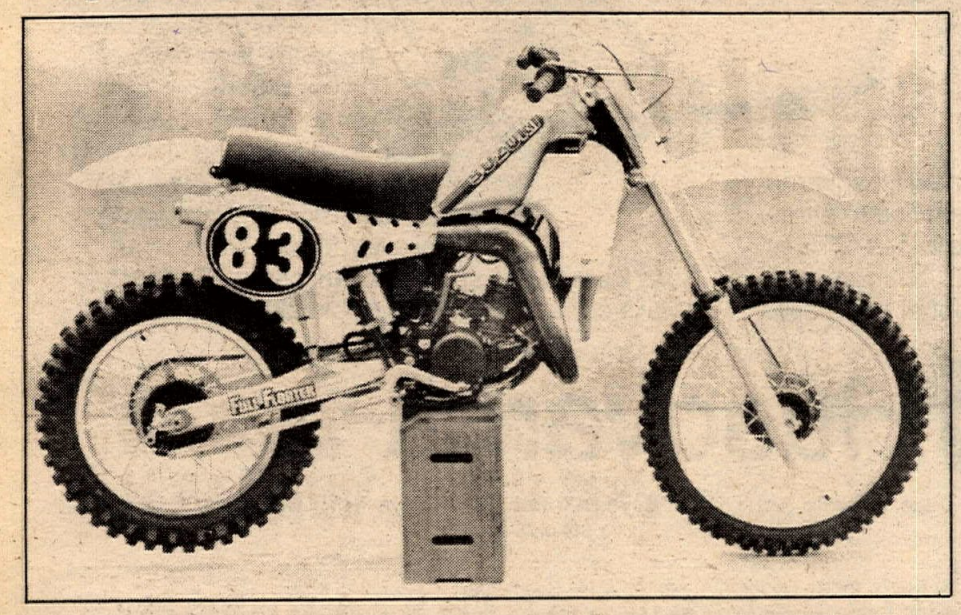
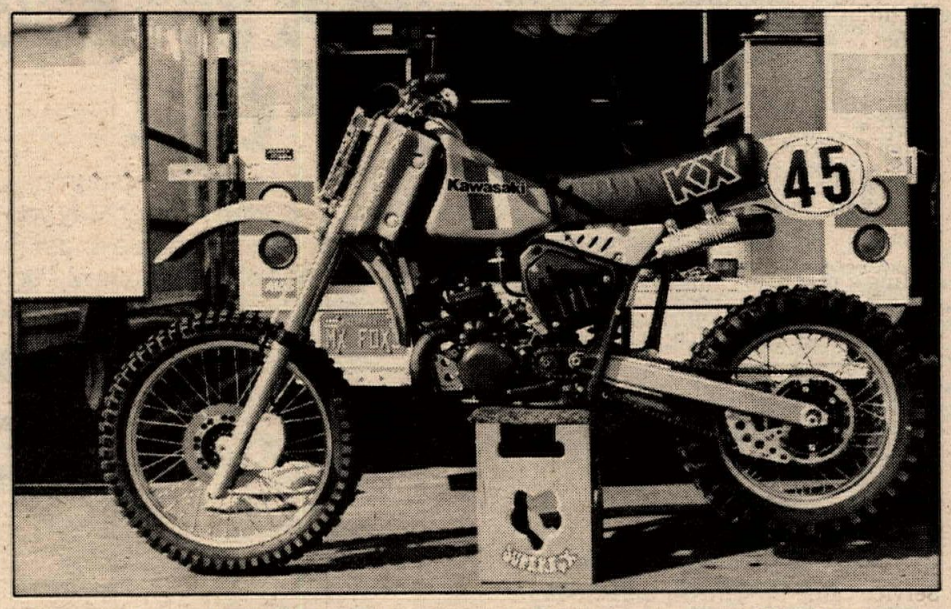
(Continued from page 22)



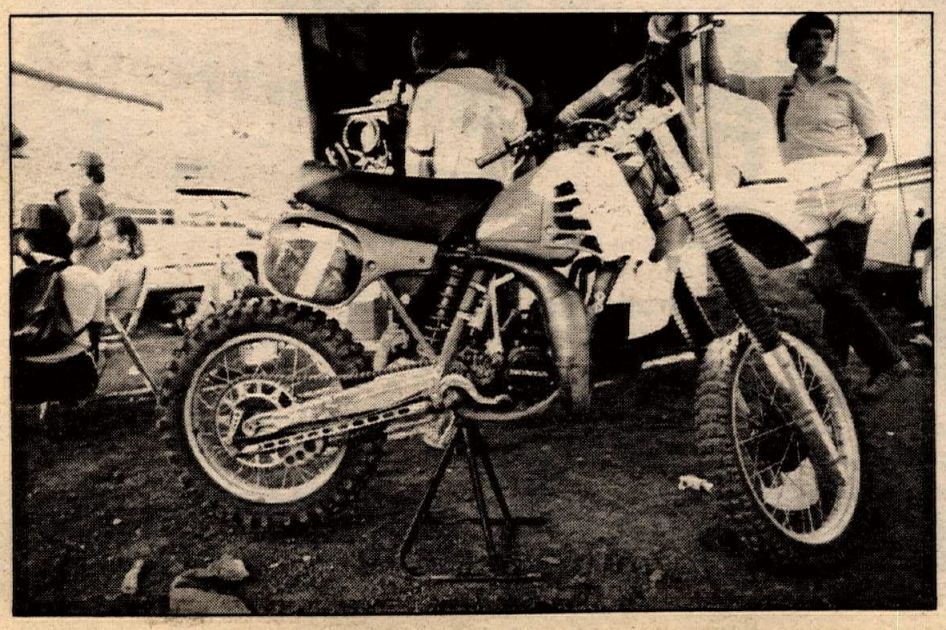
Kawasakis are currently the only works bikes from Japan with disc brakes, as seen on Jeff Ward's 125. The same basic frame as last year, only lighter and stronger, contributes to an estimated 208 lb. weight. Different fork valving in the KYBs, a lower radiator and a new shock with dual hoses are a few changes.

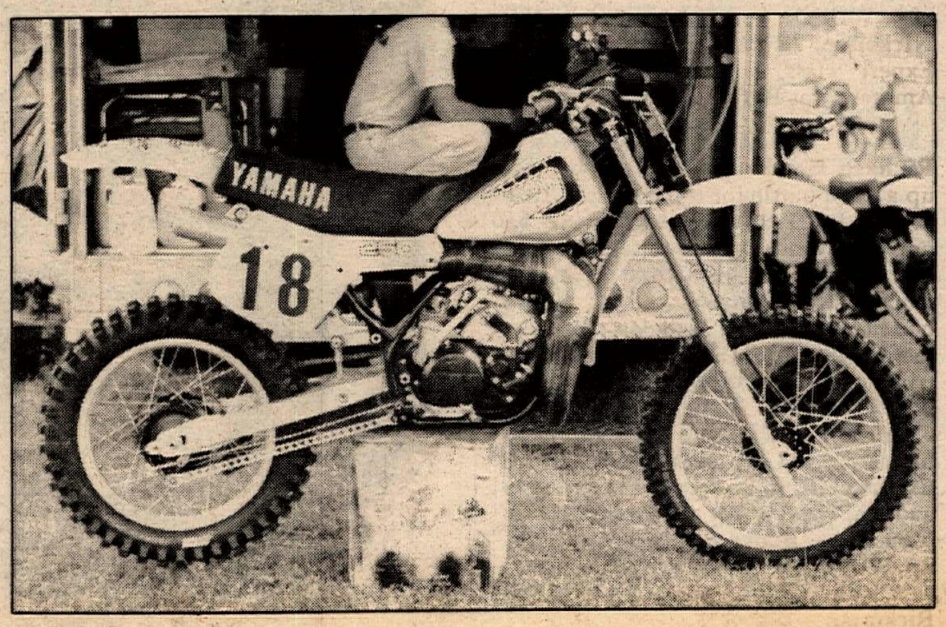


The Suzuki RA125 (above) is smiliar to last year, but has a single side airbox and the radiator is slightly higher. Weight is near the limit and KYB suspends the bike. Honda's RC125A1C (below) is close to the weight limit, uses Showa forks and an Ohlins shock. A double-leading shoe front brake is used.



Kawasaki's works 250 (above) is all new. Weighing in around 214 lbs., the frame's new as is the 5-speed gearbox. KYB provides suspension with changes similar to the 125's. Rick Burgett's OW50 (below) features water-cooling, link-type mono and Power Valve. Hannah's bike is similar but air-cooled.





TEN YEARS AGO

Motorcyclist/racer/actor **Steve Mc Queen** was interviewed about motorcycling, racing and acting. One comment seemed to sum up his attitude: "The only good victories are private. If a guy wins a motocross he'll get a kiss and a trophy. But the thing he remembers most is the guy he beat, or the corner he took the fastest."

Indian Dunes was the site of two days worth of racing as the Viewfinders M.C. held a grand prix. **Billy Clements** (Hus) won the big event, the 500cc Expert class, topping **Jim Dawson** and **Doug Grant.** Yamaha-mounted **Gary Jones** took the 250cc Expert bash over Grant and **Rick Shirey**, while the 125cc Expert class went to **John Rice** (Puc).

American Motocross Team captain **Bryan Kenney** placed fourth overall in an international motocross at Soucelles, France. Kenney led much of the second of three motos before succumbing to heat and exhaustion and dropping back.

The lead changed twice between the last corner and the checkered flag of the Expert main event at an Ascot Park half mile. At the flag, **Jody Nicholas** (Nor) won by a mere three inches or so over Rookie **John Hateley** (Tri). **Gary Scott** broke three track records during the night, including a 22.56-second qualifying lap that was faster than any Expert had turned in during the year, and went on to win the Junior final. **Scott Brelsford** was top Novice.

Riding a new 650 Yamaha, **Jim Odom** won the Expert main event at the opening half mile race at San Jose's Santa Clara County Fairgrounds. **Chuck Palmgren** and **Terry Dorsch** were runners-up to Odom, while **Randy Scott** took the Junior main. **Steve Nichols** rode to the Novice win.

The Valley Observed Trials Enthusiasts had to scramble when the Forest Service came up with an unreasonable list of conditions only days before the event was scheduled to run at Frazier Park. The site was hurriedly changed to Saddleback Park, and there **Rich Bledsoe** won the Masters class ahead of **William Smith** and **Bob Nickelsen. Rich Delaney** won the Expert class, and the top 125cc Amateur was **Bernie Schreiber.**

Richard Hood and **Lane Leavitt** put up a good battle for the Expert laurels at a P.I.T.S. observed trial in northern California. Both riders were tied at the end of three regulation loops, but Hood took the win via a better performance in the extra Expert sections run after the main body of the trial.

CZ rider **John DeSoto** kept his Ascot motocross win streak alive in the 250cc Expert class, but a flat tire in the 500s gave the overall win to fellow CZ pilot **Tim Hart. Bruce Baron** was runner-up to DeSoto in the 250cc Experts and won the 125cc Expert class on a Rickman.

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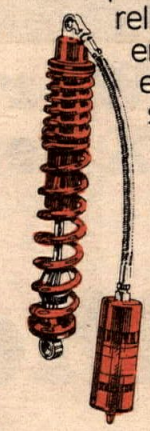

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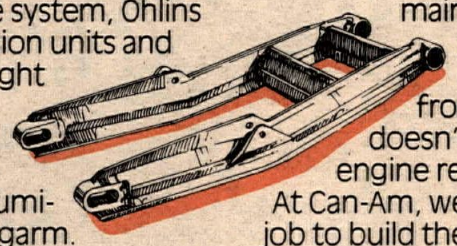

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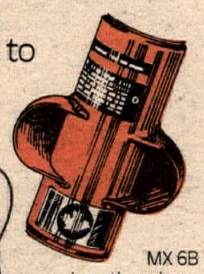

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Weekly News — Not Monthly History

The DUNLOP CIRCLE OF WINNERS

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2nd
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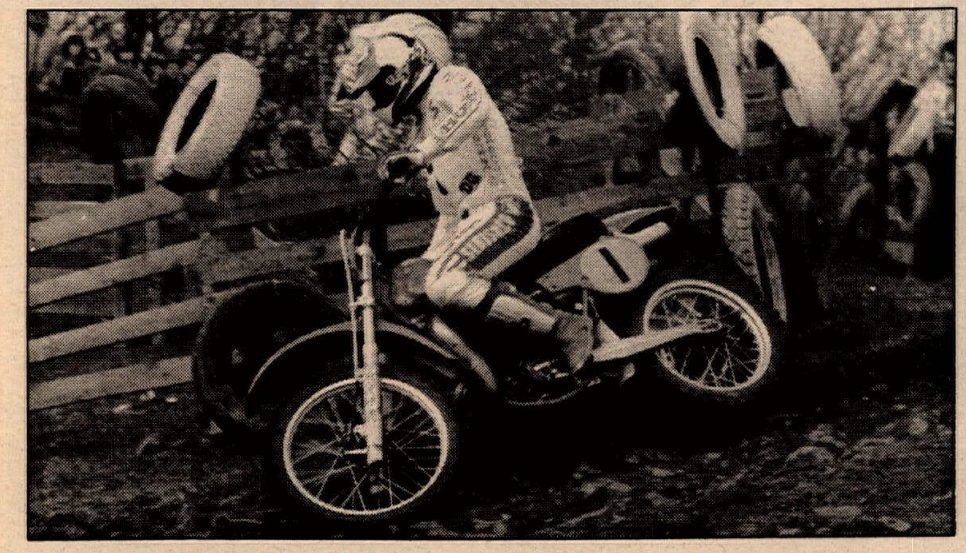
(Above) KTM-mounted Georg Reiter (19) leads Jean-Jacques Bruno (7). (Below) Andre Malherbe (1) won both motos.



Marty Tripes put in a hard ride, moving up from 29th to just outside the top 10 in his first GP.

500cc World Championship MX Series — Round one

Malherbe devastating in season opener!

By Bob Gould

SITTENDORF, AUSTRIA, APR. 5

The first round of the 1981 500cc World Championship MX Series took place in Austria, and after watching Saturday's practice session it looked like there would be quite a battle! Andre Malherbe, Brad Lackey, Hakan Carlqvist and Graham Noyce, the top contenders for the series title, all had the same unofficial qualifying times.

For the first time at the Austrian GP, there was sun and not snow. The ground was very hard and many sharp stones were to cause many flat tires. On Saturday, eight flats were recorded, and on Sunday in training three more punctures occurred.

As the gate dropped at 2 p.m., Malherbe got the holeshot with the Swede Arne Lindfors splitting up Andre Vromans and Jaak Van Velthoven. Lindfors fell shortly after the third bend leaving Belgians one, two and three. Lackey, Carlqvist and Noyce all had bad starts, and none of the three were to finish.

After one lap, the first victim was Yvan Van Den Broeck who went out with a rear flat tire. Two laps later, Carlqvist crashed and retired. Jaak Van Velthoven seized his KTM at the end of the start straight. Noyce also crashed, badly damaging the gearbox

shaft, and left with only second gear, he pulled out.

Lackey passed the lapscorers down in 12th position after lap one, and by the 10th he had pulled up four places. Then, winding his Suzuki hard up one of the steep hills, Lackey hit a large stone picking up the front and looped out. He retired.

With Van Velthoven gone, third place was left to J.J. Bruno who gated in seventh and after three circuits was in third. Bruno soon passed the works Yamaha-rider, but was too far behind to chase the present World Champion.

Factory Maico rider Herbert Schmitz was in fourth, and local hero G. Reiter was in fifth.

The first GP for Marty Tripes was not expected to be a success though he liked the circuit and proved that by racing up from 29th to finish just outside of the top 10.

Malherbe saw no danger from anyone and took the finish flag easily. Young English rider Steven Beamish rode to a fine sixth place in his first main season on the 500cc GP circuit. And also Patrick Boniface had a 10th on his standard production Honda.

The second leg was a near-replica of the first race. Bruno was out the gate, but Malherbe was the first to enter turn one. Just before the second turn, Italian D. Perfini dropped his Maico causing the track to be blocked, holding up Lackey, Carlqvist and Tripes. Vromans and Van Den Broeck were both pulled down in the incident. Noyce have weaved his way around the fallen riders but down in 12th spot. His work was to pull him back up the field.

Three laps passed, and Tripes in 13th position failed to appear down the straight. Lackey had already bailed out once. Restarting, he fought back to 19th but another crash was to occur leading Brad once again back to the pits, scoring no points.

Carlqvist who had been tailing Noyce in seventh spot lasted 10 laps before the chain slipped off his Yamaha. The former 250cc World Champion quietly walked back to the pits, another non-scorer.

Malherbe was chasing Bruno hard and after five laps slipped by. Bruno kept challenging back, but the Belgian proved too strong and was not giving away anything. Van Velthoven had been dicing with Austrian Reiter all this time, and finally on lap 11, Van Velthoven outbraked Reiter into a tight lefthander.

Noyce was now in fifth and desperately searching for points. To catch the Austrian would seem too much work, but Noyce kept on going. By the finish flag, Noyce was right behind him. Possibly, if there had been one more lap, the '79 World Champion would have scored two more points.

Irishman L. Spence had the ride of his life finishing sixth in the second moto behind Noyce riding only a standard 465 Yamaha sponsored by the late Mike Hailwood.

With Malherbe being so fast and dominating both legs of the opening round, indications are that it'll be a hard year for the other main contenders. Malherbe leads Jean-Jacques Bruno by only six points, but Noyce is a full 25 points back, and both Lackey and Carlqvist are scoreless, 30 points behind the very strong-looking leader. ●

Results

FIRST MOTO: 1. A. Malherbe (Hon); 2. J.J. Bruno (Suz); 3. A. Vromans (Yam); 4. H. Schmitz (Mai); 5. G. Reiter (KTM); 6. S. Beamish (Suz); 7. G. Wolsink (Hon); 8. T. Pikkarinen; 9. C. Carlsson; 10. P. Boniface.

SECOND MOTO: 1. A. Malherbe (Hon); 2. J.J. Bruno (Suz); 3. J. Van Velthoven (KTM); 4. G. Reiter (KTM); 5. G. Noyce (Hon); 6. L. Spence (Yam); 7. W. Gruhler (Suz); 8. Y. Van Den Broeck; 9. T. Pikkeranen; 10. G. Ron.

1981 500cc WORLD CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. A. Malherbe (30); 2. J.J. Bruno (24); 3. G. Reiter (14); 4. A. Vromans (10); 5. J. Van Velthoven (10) 6. H. Schmitz (8); 7. G. Noyce (6); 8. S. Beamish (5); 9. L. Spence (5); 10. G. Wolsink (4); 11. W. Gruhler (4).

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As World Challenger Marc Velkeneers and World Champions Georges Jobe and Andre Malherbe completed a Bel-Ray 125, 250 and 500 GP sweep April 5th in Holland, Spain, and Austria, MC-1 was again proven as the premium way more factory teams, riders and weekend racers lubricate their machines.

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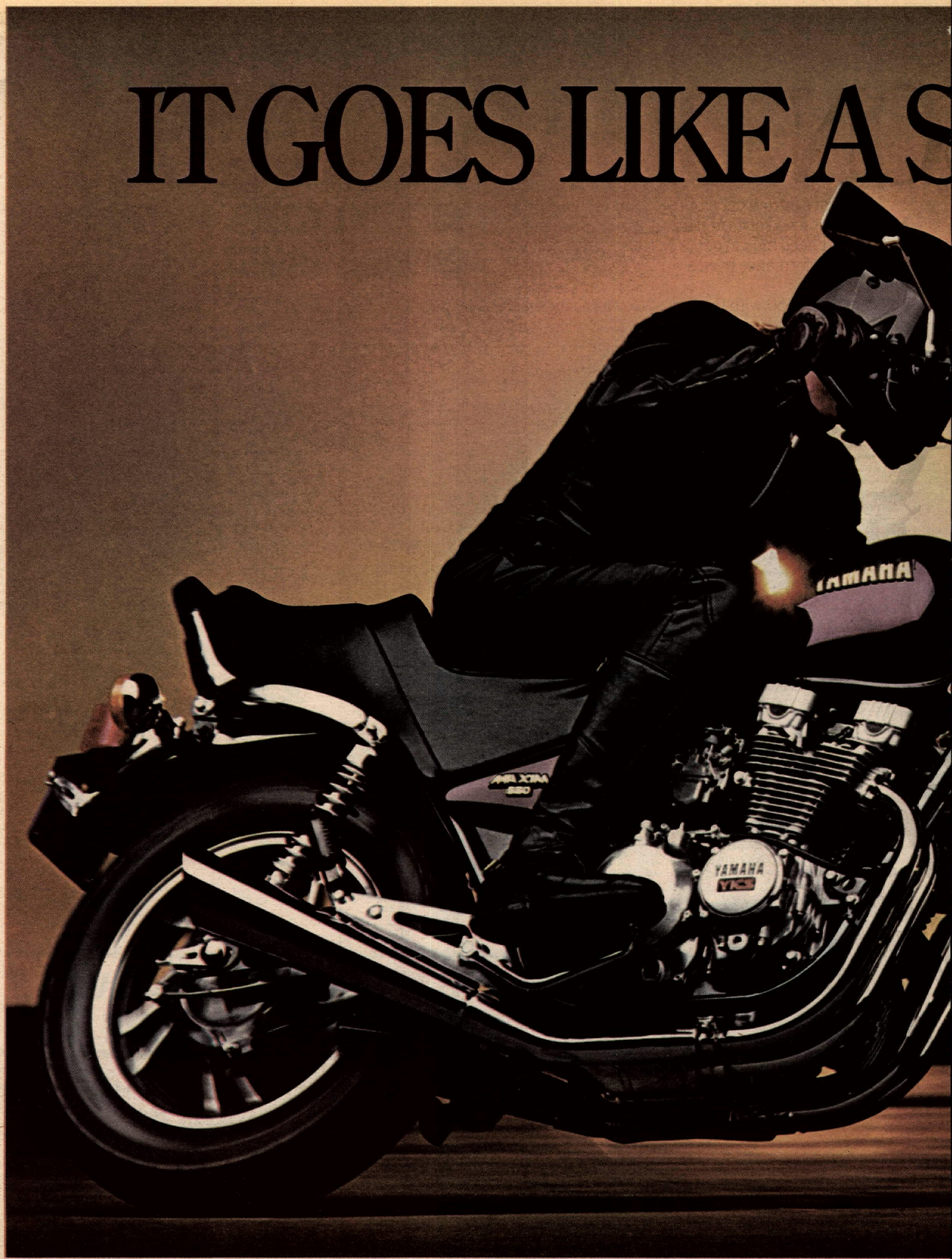

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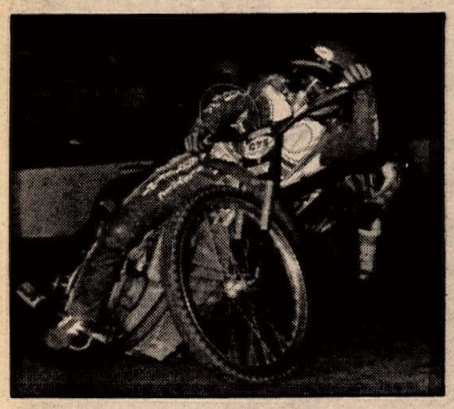

Penhall stretches at Costa Mesa.

Penhall and Sandona score at IMS

By Scott Daloisio

SAN BERNARDINO, CA, APR. 12

Defending National Champion Bruce Penhall outdiced the field in the first corner and went on to take the victory in the scratch main of the season opener at John La Douceur's Inland Motorcycle Speedway Sunday afternoon.

Pole sitter Steve Bast moved out front as the tapes flew up. Penhall, aboard a Weslake, moved from the number four starting spot past Bast on the outside in the first turn on the opening lap. Jim Fishback moved to the inside and also got by Bast in the first corner. Bast reclaimed the number two spot by passing Fishback on the same corner on the second go 'round. Bast began to open some breathing room between himself and Fishback but was unable to gain on Penhall. Dave DeTemple had mechanical problems on lap two and dropped from the hunt. Penhall rode out the final two laps with a comfortable margin for the victory over Bast and Fishback with DeTemple getting credit for fourth.

Popular John Sandona came from the 40-yard line to claim the victory in the handicap main. Dave Miller started on the 20 and took the lead at the start. Miller hung on until Sandona blew by coming out of turn four on the opening lap. Fishback got the wall in turn four and retired to the infield. DeTemple took second from Miller on lap two with Penhall following to move into the number three spot. Sandona took the victory by a wide margin with Penhall nipping DeTemple at the line for second. Miller got fourth followed by Dubb Ferrell and Fishback.

Eddie Clark got a great start from the 10-yard line and went on to claim the victory in Second Division over Greg Ayers. Dave Wooten started on the zero but was passed immediately by Clark when the starting gate went up. Ayers moved inside Wooten for the number two spot in turn three on lap two. Dan Braviroff and Pat Hawley both got by Wooten on lap three. Hawley was making a bid to go inside Braviroff for third when he fell in turn one on the final lap. Clark took the win with Ayers a close second followed by Braviroff, Joe Donaldson, Wooten and Hawley.

Robert Pfetzing led from start to finish to win the Third Division main over Mike Baeder, Andy Northrup, Ron Blanton, Shane McDonald and Ed Castro.

Fourteen-year-old Ronnie Corey had a big day as he copped the Junior Speedway main after starting on the 30-yard line. Corey then received a kiss and a piggyback ride back to the pits from a gorgeous trophy girl in front of a few thousand fans who wished they were 14 again.

Fishback and Penhall finished in a draw in the Match Race which was run in two rounds. Fishback won the first round which was run on Junior Speedway bikes while Penhall won the other portion when the riders both used their own machines.

Penhall again showed the class which has made him so popular with fans, officials and fellow riders as he presented John La Doucer and surprised referee Irwin Moon with copies of his new hard cover book. Penhall then stayed after the races to chat with fans and sign autographs at the T-shirt booth.

On Apr. 19, seven-time National Champion Michael Bast will make his 1981 IMS debut. The "Miracle Worker" Shawn Moran will return from England to ride at IMS on Apr. 26.

Results

SCRATCH MAIN: 1. Bruce Penhall; 2. Steve Bast; 3. Jim Fishback; 4. Dave DeTemple.

HANDICAP MAIN: 1. John Sandona; 2. Bruce Penhall; 3. Dave DeTemple; 4. Dave Miller; 5. Dubb Ferrell; 6. Jim Fishback.

2ND DIV: 1. Eddie Clark; 2. Greg Ayers; 3. Dan Braviroff; 4. Joe Donaldson; 5. Dave Wooten; 6. Pat Hawley.

3RD DIV: 1. Robert Pfetzing; 2. Mike Baeder; 3. Andy Northrup; 4. Ron Blanton; 5. Shane McDonald; 6. Ed Castro.

JR MAIN: 1. Ronnie Corey; 2. Bobby Cody; 3. Trennan Girello; 4. Greg Hancock; 5. Cameron Evans; 6. Jordan Duncan.

MATCH RACE: 1. Jim Fishback (TIE) Bruce Penhall.

Penhall and Kennedy shine at Costa Mesa

By Ken Kellogg

COSTA MESA, CA, APR. 10

"Born under a bad sign" describes the incredibly bad luck or rather bad breaks for the crazy man, Alan Christian. Last week Alan just couldn't get it all together with one bad break after another. This week, he spun out and on the very next lap his bike had problems, but that was the best thing to happen to Alan all night. In his scratch heat, he went down in turn one hard, going over his bike and receiving a possible dislocated or broken shoulder.

Steve Bast was back again this week and according to Steve, he plans to ride all season here at Costa Mesa. Steve made the scratch main where he took third. For being off for nearly two years, that's quite impressive.

The big news of the night was the return of National Speedway Champion Bruce Penhall. He won the scratch main right from the gate. However, riding from the 60-yard line in handicap racing was too much for Bruce to make up (at least tonight).

The racing in the first half of the program was tough, even more so than normal as everyone seemed to want a shot at the main events.

But it was nothing like the second half of the program which began with the feature match race, scheduled to be between Penhall and Christian, but due to Christian's misfortune, it was between Penhall and Lance King. Penhall won the heat but it was close and (due to some prodding by announcer Bruce Flanders) the fans demanded a rematch.

The rematch was even better than the first heat. Penhall took the gate, but King took the lead away when Penhall glanced over his shoulder to see where his opponent was. Penhall was unable to catch up and the second race went to King. The fans, of course, wanted more and more is what they got. This time King was first out of the gate but being the pro that he is, Penhall took to the outside and won the race at the wire by a tire's width.

The scratch semi final with Dubb Ferrell, Steve Bast, Dave DeTemple and Lance King was one of the best races of the night. Bast took the gate, but basically, all four were in turn one together. Coming out of turn four, it was Bast with DeTemple on his rear — tire. Third and fourth were Ferrell and King. The next lap, King took third, but the real battle was up front between Bast and DeTemple. Dave was close enough to almost get past at every turn, but Bast was totally unyeilding and at the wire it was Bast, DeTemple, King and Ferrell.

The Third Division main looked very much like a Second Division race. The riders came out of the gate fast and didn't totally lose it in turn one. The racing was good and it was an impressive win by Robert Pfetzing followed by Mike Baeder, Ed Castro, Steve Northrup, Mark Weaver and John Gant.

The handicap main saw the return (again) of Danny Becker who made it all the way to the main event only to be disqualified for causing a red flag. Leni Faas' luck wasn't much better as he went down before the race was red flagged and he, too, was out. It became a four-man race, and even for a minute it looked as if it would be a three-man race. Moose Kennedy couldn't get his bike restarted. But Becker came out and gave Kennedy his bike. Moose was so grateful that he won the event. Keith Larsen closed a little every lap on Kennedy and right behind Larsen was Tom Hughes (moved up tonight from Second Division) with Lance King fourth.

The grand finale event — the scratch main event — pitted Penhall, Dave Sims, Steve Bast and Dave DeTemple. A better race couldn't have been picked. Penhall, riding from the pole position, knew to pull this off he'd have to fly out of the gate. He did just that and never looked back. Sims came out second and finished second. The only change was on lap four as DeTemple moved past Bast and took third.

Results

SCRATCH MAIN: 1. Bruce Penhall; 2. Dave Sims; 3. Dave DeTemple; 4. Steve Bast.

HANDICAP MAIN: 1. Moose Kennedy; 2. Keith Larsen; 3. Tom Hughes; 4. Lance King.

SECOND DIV: 1. Eddie Clark; 2. Joe Donaldson; 3. Jeff Havaco.

THIRD DIV: 1. Robert Pfetzing; 2. Mike Baeder; 3. Ed Castro; 4. Steve Northrup.

Adamo — 2, everybody else — 0

By Bill Locey

TAFT, CA, APR. 11

Ascot whiz Frank Adamo — one of the best long trackers in the country — put it all together before the home folks as he won both mains Saturday night in Taft.

The first of 10 Saturday night races is being sponsored by the Central Valley Speedway Club and "The Taft Tornado," Grant Salyers. The smooth oval at the Franklin Field Arena is a little smaller than San Bernardino's.

For you number freaks, 1500 fans saw 26 riders crash 39 times.

The program featured Friday's winner of Harry's handicap — Moose Kennedy — and Vic Robledo from Orange County. Besides a few Ventura regulars — Pat Smith, Henry Swain and the oldest living speedway rider, Mike Dyer — the remainder of the program consisted of seldom seen (at least by me) northern riders.

In handicap racing, "Fearless Frank" Adamo and Buddy Robinson were heat winners off back yardage markers.

In the third and final heat, new guy Kevin Hugill ate it at the gate on the fourth lap. But things are relaxed in Taft; although the yellow came out, no one bothered to move Hugill's bike.

Meanwhile, Salyers had successfully avoided evernyone and was making a last turn move on leader Dennis Abbott which came up a few lengths short. The "Taft Tornado" also came up short on the finish line as he crashed into Hugill's bike and flew like Superman across the line, landing on his head for a second the hard way.

In the semis, Robledo looked good off the 10 as he won his heat smoothly and easily. Impressive third year rider Bert Stephens from Carruthers won the other heat.

The main was a festival of crashes. Everybody tried it. Adamo went down twice — more times than he's crashed at Ascot in two years. Eight crashes translated into three restarts.

On the final restart, Stephens led until the third lap when Adamo blasted by on the inside and won easily. Salyers was second. Stephens, who faded like a K-Mart T-shirt, ended up fifth. But he's a good rider and may come south next season.

Adamo and Stephens cruised to easy scratch heat wins. Marty Nations got a gift win in another heat when Salyers and Robinson got greedy and crashed on the last lap while way out in front.

The final heat was the best race of the night. Oxnard's Henry Swain was third off the line but caught Randy Griffith on the next lap, slid his back wheel into him and knocked Griffith aside. On the next lap, Swain caught leader Steve Elstins, slammed him hard into the crash wall and won easily. It was Alan Christian racing at its most hair-raising and effective.

Adamo drew his favorite starting position for the main (third) and made everyone else look silly as he won in a rout.

In D-2 racing, Mike Dyer won two heats and Pat Smith won another.

But in the D-2 main, it was John Aukerman — he of the longest hair on the circuit — who took all the marbles. Aukerman was wearing some familiar leathers — infamous #22. Apparently, some of the old magic wore off as Aukerman, who isn't afraid to go fast, won by six lengths in his first night of speedway.

Taft will run every Saturday night until June 6 when the action moves to Carruthers. The neat thing for the riders is that everyone got at least three rides. For information call Grant Salyers in Taft, he's listed in the book.

Results

SCRATCH MAIN: 1. Frank Adamo; 2. Buddy Robinson; 3. Bert Stephens; 4. Randy Griffith.

HANDICAP MAIN: 1. Frank Adamo; 2. Grant Salyers; 3. Vic Robledo; 4. Buddy Robinson; 5. Bert Stephens; 6. Chris Hedge.

D-2: 1. John Aukerman; 2. Mike Dyer; 3. Don Butler; 4. Pat Smith.

MATCH RACE: 1. Adamo def. Salyers (2 out of 3).

King — 2, everybody else — 0

By Bill Locey

VENTURA, CA, APR. 7

Following in the nonexistent footsteps of last season's invisible

Moran brothers, the Ventura Raceway added another superstar to our invisible hall of fame — this time, the Champ.

Bruce Penhall performed with predictable billiance last night; unfortunately he raced in England, not in front of the ultimately disappointed crowd who turned out for speedway Tuesday night at the Ventura Raceway. A last minute scheduling change postponed Penhall's visit to Ventura until next week.

Lance King did show up, and even Penhall couldn't have done much better than the 17-year-old who won both main events in convincing style. When he turns 18 in a few months, King will join over a dozen U.S. riders now competing in the British Speedway League.

In the handicap portion of the program, King, Dave DeTemple and Mike Muntean all rode fast through slow traffic to win heat races off backyardage markers. Young Dennis Bransford won the final heat off the zero-yard line.

In the first semi race, Keith Larsen and Muntean were side by side when Larsen crashed directly in front of DeTemple who was trailing. DeTemple laid it down perfectly, thus avoiding unsightly tire marks across Larsen's body.

According to Muntean, Larsen crashed on his own. According to Larsen, Muntean knocked him over. According to the referee, the race was restarted minus an irate Larsen. Alan Christian didn't care either way as he won the restart off the 50-yard line. Tom Hughes won the other semi.

King made it look easy as he won the handicap main event by 10 or so lengths over Craig Schaefer. His primary competition had a less enjoyable time in the six-man race. DeTemple broke down on the second lap. And Christian, in trying to bump his way past Hughes, missed and found himself sitting on his wallet in the last turn — good enough for fifth place.

In the four-rider scratch races, where each man starts at the gate, King, Christian, DeTemple and Moose Kennedy (all 90 lbs. of him) each took easy, noneventful victories.

In the first semi, Fillmore's Bob McLain got a super start and led his race until he went too high on the last lap and was passed by Muntean but still managed a second place finish — good enough for a transfer to the main event.

Astonishingly enough, Christian, who won everything except the National Championship last year, failed to make the main as he came up with a dead motor at the wrong time.

The scratch main was all King as he led from start to finish, besting DeTemple, McLain and Muntean, to complete a very productive evening.

In Second Division racing, Ed Castro won his heat and the main by plenty.

In Third Division action, Mike Baeder enjoyed the drive back home to La Habra as he took the main and his first ever trophy. Steve Mainini of Ventura, who passed his rider's test but an hour before, finished second.

Wednesday the ATCs, Odysseys, and go-karts take over the Ventura Raceway as they will every Wednesday night until September. •

Results

SCRATCH MAIN: 1. Lance King; 2. Dave DeTemple; 3. Bob McLain; 4. Mike Muntean.

HANDICAP MAIN: 1. Lance King; 2. Craig Schaefer; 3. Tom Hughes; 4. Mike Muntean; 5. Alan Christian; 6. Dave DeTemple.

D-2: 1. Ed Castro.

D-3: 1. Mike Baeder.

MATCH: 1. DeTemple def. King.

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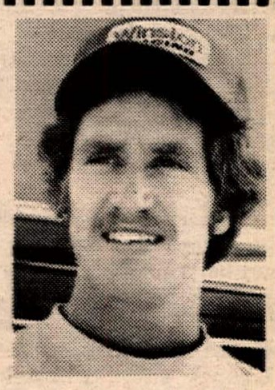

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The top Juniors ran with the Experts at Ascot, and at the checkered flag, Chris Cannon ran in front of them all.

Cannon booms at Ascot HM

By Dale Brown
Photo by Dan Mahony

GARDENA, CA, APR. 10

Juniors Chris Cannon and Mike Garrison, riding in the Expert main event at Ascot Park due to a lack of Experts, overcame the white plate riders to finish 1-2.

With most Expert-ranked riders preparing for the following night's AMA/Winston Pro Series mile at Sacramento, the fastest Juniors in time trials were given the choice of riding with the Experts or the Juniors.

Jeff Allison, one of the few Experts, qualified his Yamaha fastest with a 22.68-second trip around the course. That gave him the pole in the first heat, and he took the holeshot. But Jeff Johnson (H-D) did a ground loop right off the line and the race was red-flagged. On the restart Dennis Fitze (H-D) got out front first and ran unchallenged to the checkered flag five laps later. Allison had second initially, lost it to Rich Volk (Yam), and then took it back on the last lap to gain a direct transfer to the main.

Steve Oort (H-D) led the second heat for two laps before Danny Perkins (H-D) got past. Oort didn't give up easily and came back to pass Perkins briefly before eventually settling for second.

Volk got the jump on the semi field, but Cannon, riding a Rich Pfueger tuned Shell Yamaha, moved up close on the fourth lap. On the final lap, he passed Volk coming out of the fourth turn to take the win. Jeff Johnson was third.

With the small field, just about everyone riding in the Expert class made the main event. Mike Garrison (H-D), who'd gone out during his heat race, made the main as an alternate when Dana Hansen was unable to make it.

Perkins won the KRW Trophy Dash, posting a three-lap time that was less than a second off the track record. He looked ready to do similar business in the main, jumping into the lead ahead of Garrison. Dennis Fitze moved to second at the end of lap one, then passed Perkins through turn two, as Jeff Allison and Garrison discussed third place.

Perkins regained the lead on the third lap and proceeded to put some room between himself and the pack. On the fifth lap Garrison removed Fitze from second place, and when Fitze bobbled in turn two a lap later, Cannon and Allison slipped into third and fourth.

It looked to be smooth sailing for Perkins, but it was not to be, and he dropped out of the race on the 10th lap with unknown problems. That put the two Juniors, Garrison and Cannon, in the top two spots.

Cannon made his move on the 12th lap and rode in first until the checkered flag on the 15th lap. Allison was the first Expert in at third, followed by Junior Jeff Johnson, Expert Fitze, and Juniors Craig Scroggins and Bill Scott. Scott had the smallest machine in the field, a Yamaha TZ350 water-cooled two-stroke.

"He (Garrison) was running strong, wasn't making any mistakes, and just at that time I was right on his back. I was pressuring a little bit and I guess the pressure got to him, and he bobbled just one time. That's all it takes — one mistake and you got him," said Cannon after the race. He thanked sponsors Shell Racing Specialties, Simpson Helmets, Sandak Sandals and ATK A-Trak.

Rod Sullivan and Steve Karsten were two of the Juniors who turned in fast times, but elected to stay in the Junior ranks. Both won their heat races, with Sullivan turning in the faster mark. Ron Yamamoto, the Washington rider who stirred up things last year in the Junior class with a Yamaha YZ465, returned to stir things up again, winning the other heat on a Kawasaki 420. In the main event, Sullivan was out front briefly, but then Karsten took over to lead laps two through 10 on his Harley-Davidson. Sullivan continued in second and the pair built up a big lead over Mike Hale (H-D) and Yamamoto. Dennis Camp rounded out the top five.

It appeared that an upset might be in the making in the Novice class when Rob Ely turned in a heat race time almost two seconds faster than two-time Novice main winner Pete Hames (Kaw). And it definitely looked like an upset when Ely (Yam) pulled the field to the first turn, while Hames was about last. Hames pulled off the track in the second lap with problems, but later came out and rode in 10th.

Ely continued out front as first Mike Vital, and then David Boyles occupied second. Just past the midway point in the eight-lap race, Boyles — riding the sole Honda in the field — put a turn two pass on Ely. Once in the lead, he stayed there and along with Ely ran away from the field. Vital picked up third over Don Howard and Jim Toews.

Results

15-LAP EXPERT FINAL: 1. Chris Cannon (Yam); 2. Mike Garrison (H-D); 3. Jeff Allison (Yam); 4. Jeff Johnson (H-D); 5. Dennis Fitze (H-D); 6. Craig Scroggins (H-D); 7. Bill Scott (Yam); 8. Dorothy Rowe (H-D); 9. Shawn Leipold (Yam); 10. Danny Perkins (H-D); 11. Steve Oort (H-D).

10-LAP JUNIOR MAIN: 1. Steve Karsten (H-D); 2. Rod Sullivan (H-D); 3. Mike Hale (H-D); 4. Ron Yamamoto (Kaw); 5. Dennis Camp (H-D); 6. Kirk Strong (Hon); 7. Arney Wicks (Hon); 8. Eddie San Roman (H-D); 9. Emory Gray (Yam); 10. Bob Garrison (Hon).

8-LAP NOVICE MAIN: 1. David Boyles (Hon); 2. Rob Ely (Yam); 3. Mike Vital (Yam); 4. Don Howard (Yam); 5. Jim Toews (Yam); 6. Ben Meyer (Yam); 7. Mark Key (Yam); 8. Brian Yocum (Yam); 9. David Caballero (Yam); 10. Pete Hames (Kaw).

3-LAP TROPHY DASH: 1. Danny Perkins (H-D); 2. Steve Oort (H-D); 3. Dennis Fitze (H-D); 4. Jeff Allison (Yam).

Lechien, Dobbs star at CMMC Barona Oaks

By Rod Eschenburg

SAN DIEGO, CA, APR. 5

Yamaha support rider Ronnie Lechien was absolutely astounding as he swept both the Stock and Modified 125cc Expert classes at Barona Oaks Raceway. The only thing that dulled the performance was the lack of enough competition. This is in no way meant to be a criticism of second and third place riders Charlie Harries and Scott Swift, who are certainly good Experts. However, when you have a course with a series of six jumps on the finish straightaway and only one rider — Lechien — can make three consecutive doubles, well, what can you say.

The 125cc Intermediates certainly had the competition though, as Honda

(Continued to page 34)

Fast Facts

Kevin Welch

Desert Racer

Name/nickname: **Kevin Welch/Kool Kev.**

Date/place of birth: **March 4, 1960/ Bellflower, CA.**

Height/weight: **5'9"/155 lbs.**

Girl friend's name: **Lots of 'em.**

Current residence: **Las Vegas, NV.**

Occupation: **Engineer at the Riviera Hotel.**

Hobbies/relaxation: **Rock climbing and water skiing.**

Daily transportation: **'73 Bronco.**

Favorite food/drink: **Spaghetti/Gatorade.**

First interest in bikes: **1965.**

First bike: **Homemade Yamaguchi/ Allstate.**

First race/outcome: **Hare scrambles/ second 50cc.**

Most recent win: **1981 Nevada #1 plate, Open class.**

Size/make of current racing bike: **490 Maico.**

Sponsors: **Vegas Cycle and Maico West.**

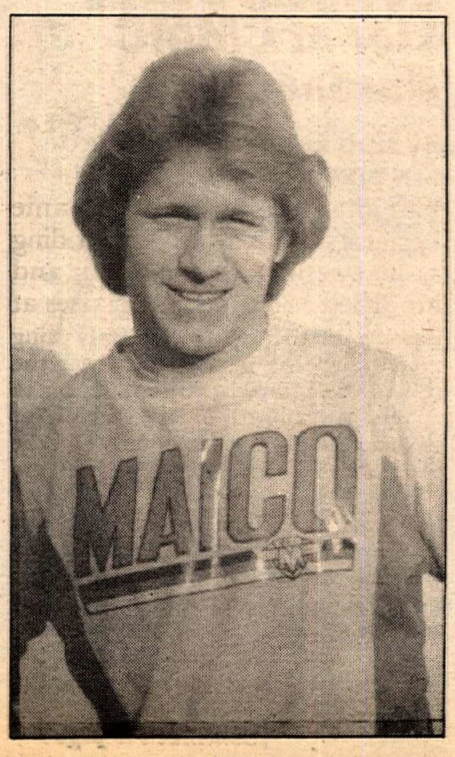
Tuner: **Dad.**

Biggest gripe about racing: **Poorly marked courses.**

Most respected rivals: **Jack Johnson and Bruce Ogilvie.**

Reason for racing: **Individual achievement.**

Future racing ambitions: **Become a factory test rider.**



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5-31 Clovis, NM.
6-7 Albuquerque, NM.
6-14 Santa Fe, NM.
6-21 Farmington, NM.

HIGH PLAINS
5-9 & 10 Abilene, Tx.
5-23 & 24 Wellington, Tx.
6-6 & 7 Lubbock, Tx.
6-20 & 21 La'Forss, Tx.
7-4 & 5 Abilene, Tx.

TEXAS
5-9 & 10 Lake Whitney, Tx.
6-6 & 7 Conroe, Tx.
6-13 & 14 Lafayette, La.
6-20 & 21 Austin, Tx.
7-4 & 5 Houston, Tx.

CENTRAL
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5-23 & 24 Junction City, Ks.
6-6 & 7 New Boston, Mo.
6-20 & 21 Lake City, Ks.

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6-14 Yankee Lake, Oh.
6-21 Malvern, Oh.
6-28 Yankee Lake, Oh.

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5-10 Haspin Acres, Ind.
6-14 Haspin Acres, Ind.
6-28 Haspin Acres, Ind.
7-12 Haspin Acres, Ind.

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5-23 & 24 Nashville, Tenn.
5-30 & 31 Hattiesburg, Ms.
6-13 & 14 Atlanta, Ga.

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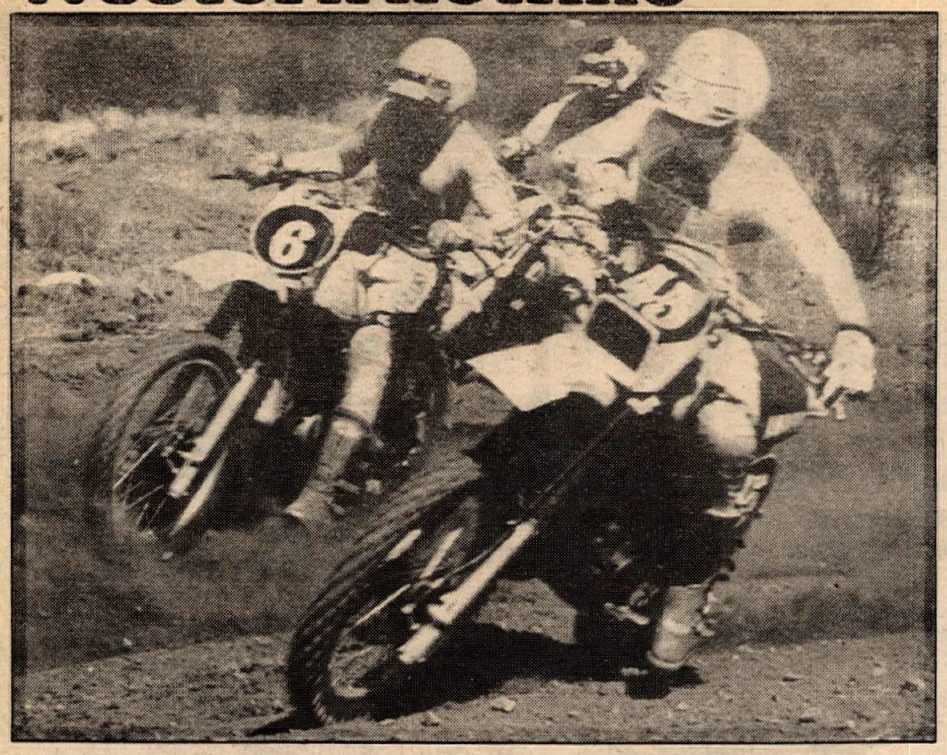

Ron Lechien (45) took both Barona Oaks 125cc Expert wins.

mounted Billy Evans went two for two in the Stocks over an always charging Mitch Palmer. Then in the Modified division, Evans, after a first moto win over Palmer, decided he could "double up" on the six jump series. To make a long story short, Billy "ate it," thus leaving the door open for Suzuki-mounted Palmer to cruise home the victor.

The Expert Mini classes were literally non-existant Sunday, so let's talk about those Intermediates, and plenty to say too, as the Yamaha rider from Blythe, Richie Dobbs, had a great day going four for four over "Bullet Bader" Manneh (Kaw) to take both the Stocks and the Modifieds. Looks like a new Expert rider will be appearing soon! We are not getting worried about the lack of Experts as the Intermediates are really strong with Dobbs, Manneh, Brundage, Conney, Bjornestad, etc. on the way up.

Yamaha-mounted Charlie Sampson got himself a transfer to the Intermediates with his two for two Stock Novice class win, but had to settle for a second in the Modifieds as Kawasaki rider Mike Thompson squeaked out a tie-breaker with a 2-2 finish over Sampson's 1-3.

Two other classes were really big: the 12-16 and 9-11 Beginners with Rich Schulenberg going two for two over an always-there Paul Masek. The 9-11's saw Greg Rio do likewise over David Heiser who had a come from behind effort over Darin Maw.

Results

MINICYCLE

STK EX: 1. Chris Swift (Yam); 2. Kenny Dunlap (Yam).

MOD EX: 1. Chris Swift (Yam); 2. Kenny Dunlap (Yam).

SPECIAL 105cc MINIS: 1. Chris Swift (Yam); 2. Kenny Dunlap (Yam); 3. Frankie Brundage (Suz).

STK INT (12-16): 1. Richie Dobbs (Yam); 2. Bader Manneh (Kaw); 3. Steve Stewart (Yam).

MOD INT (12-16): 1. Richie Dobbs (Yam); 2. Bader Manneh (Kaw); 3. John Conney (Yam).

STK NOV (12-16): 1. Charlie Sampson (Yam); 2. Jimmie Moon (Yam); 3. Michael Craig (Yam).

MOD NOV (12-16): 1. Mike Thompson (Kaw); 2. Charlie Sampson (Yam); 3. Darin Rogers (Yam).

BEG (12-16): 1. Rich Schulenburg (Kaw); 2. Paul Masek (Hon); 3. Keith Travis (Yam).

STK NOV (9-11): 1. Matt Meirbachtol; 2. Anthony Gorin (Suz); 3. Matt Browne (Yam).

BEG (9-11): 1. Gregg Rio (Suz); 2. David Heiser (Hon); 3. Darin Maw (Yam).

MOTORCYCLE

STK 125cc EX: 1. Ronnie Lechien (Yam); 2. Charlie Harries (Kaw); 3. Scott Swift (Yam).

MOD 125cc EX: 1. Ronnie Lechien (Yam); 2. Charlie Harries (Kaw); 3. Brian Thomas (Yam).

STK 125cc INT: 1. Billy Evans (Hon); 2. Mitch Palmer (Suz); 3. Roger Hayes (Hon).

MOD 125cc INT: 1. Mitch Palmer (Suz); 2. Bill Koenig (Yam); 3. Jim Pearson (Yam).

STK 125cc NOV: 1. Mark Saalfeld (Yam); 2. Keith Craig (Yam); 3. A.D. Pifer (Suz).

MOD 125cc NOV: 1. Greg Gorsica; 2. Keith Craig (Yam); 3. Mark Saalfeld (Yam).

100cc NOV: 1. Frankie Brundage (Yam); 2. Michael Palmer (Yam).

JR CYCLE

STK (9-11): 1. Taylor Martin (Yam); 2. Danny Hembree (Yam); 3. Jamie Conney (Yam).

MOD (9-11): 1. Danny Hembree (Yam); 2. Ronnie Thomas (Yam); 3. Jamie Conney (Yam).

STK (0-8): 1. Tommy Clowers (Yam); 2. Robbie Avila (Suz); 3. Dennis Dahlin (Yam).

MOD (0-8): 1. Tommy Clowers (Yam); 2. Robbie Avila (Suz); 3. Dennis Dahlin (Yam).

STK PEE WEES: 1. Sean Thornton (Suz); 2. Dennis Dahlin (Ita); 3. Justin Rich (Suz).

MOD PEE WEES: 1. Sean Thornton (Suz); 2. Justin Rich (Suz); 3. Dennis Dahlin (Ita).

Australian tops R.A.C.E. OCIR MX opener

By Tom Corley

IRVINE, CA, APR. 2

After a long off-season period, nighttime motocross racing started up again at Orange County International Raceway with a full house of riders. There were some changes made such as a relocated starting gate and first turn.

The World Mini Grand Prix is coming up and this event is attracting riders from around the world. Shane Millbourn is from Sidney, Australia and since he was in town he decided to try some nighttime racing. The outcome was definitely in his favor as he downed the 60cc Novice pack. Shane led from start to finish for the overall win and if this is any indication of how he will do in the World Mini, he will return Down Under with a trophy as tall as himself. Gary Morton took his Suzuki to second in both motos for second overall. "Mad Matt" Foster placed third on the evening.

The big gun from Premier Yamaha is Todd Peterson. Peterson dominated both the 125 and 250cc Pro classes in last year's racing at OCIR and Ascot. There was nobody tough enough to stop him tonight in either class. Ten competitors lined up for the 125cc Pro class and Jimmy Mitchell had the jump on the pack for one lap. Then Todd took over the top position while Mitchell secured second with no problem. Rich Collins, who hasn't been out for some time, held on to third place over Harley Hall who just recently moved up from the Intermediate pack.

Hall had his moment in the final moto and controlled the lead for one lap before Andy Kirker got by with Peterson closing in. Soon Peterson took over the lead and Mitchell passed Kirker as those who took second and third. Peterson clinched the best money with Mitchell second overall ahead of Kirker and Hall.

Peterson went on to win the 250cc Pro class over 12 others. Andrew Graham came closest to Peterson while Greg Zitterkopf was third.

Results

60 BEG: 1. Buddy Antones (Yam); 2. Richy Thorwaldson; 3. Duane DeArman (Yam).

60 NOV: 1. Shane Millbourn (Yam); 2. Gary Morton (Suz); 3. Matt Foster (Rus).

MINI BEG DIV 1: 1. Robert Church (Yam); 2. Dirk Price (Yam); 3. Rick Caro (Kaw).

MINI BEG DIV 2: 1. Aaron Woody (Kaw); 2. Barry Carlson (Yam); 3. Steve Kirkpatrick (Yam).

MINI BEG DIV 3: 1. Jeff Clifton (Yam); 2. Lee Beaver (Kaw); 3. Ed Webb (Yam).

MINI NOV DIV 1: 1. Bowan White (Yam); 2. Wade Bone (Rus); 3. Kurt Strand (Yam).

MINI NOV DIV 2: 1. Tim Linehan (Yam); 2. Shane Millbourn (Yam); 3. Steve Evinger (Suz).

MINI INT: 1. Mark Toyama (Yam); 2. Steve Morehouse (Kaw); 3. Sid Squid (Hon).

MINI EX: 1. Larry Brooks (Yam); 2. Ricky Murphy (Suz).

125 BEG DIV 1: 1. John Bonacci (PY); 2. Brian Hunt (Yam); 3. Steve Mellinger (Yam).

125 BEG DIV 2: 1. Paul Herman (Suz); 2. Rob Trone (Yam); 3. Donnie DeArman (Yam).

125 BEG DIV 3: 1. Doug Hawkins (Kaw); 2. Roy Watkins (Yam); 3. Paul Colston (Suz).

125 NOV DIV 1: 1. Darrell Wall (Suz); 2. Robert Mathews (Yam); 3. Mark DeSilva (Hon).

125 NOV DIV 2: 1. Larry Bird (Yam); 2. Larry Woody (Hon); 3. Mark Allen (Yam).

125 INT: 1. Randy Skinner (Yam); 2. John Begin (Suz); 3. Mitch Davis (Yam).

125 PRO: 1. Todd Peterson (PY); 2. Jimmy Mitchell (Suz); 3. Andy Kirker.

250 BEG: 1. Gary Renko (Kaw); 2. Marc Matson (Yam); 3. David Neville (Hon).

250 NOV: 1. Vincent Phillipi (Suz); 2. John Whitfield (PY); 3. Mike Tarkington (Kaw).

250 INT: 1. John Mazzacane (Kaw); 2. Rick Johnson (Yam); 3. Chris Fleming (Yam).

250 PRO: 1. Todd Peterson (PY); 2. Andrew Graham (Mai); 3. Greg Zitterkopf (Yam).

500 BEG: 1. Tim Foster (Suz); 2. Tom Enochs (Hon); 3. Mike Nobratil (Mai).

500 NOV: 1. John Stapleton (Yam); 2. Mike Parsons (Kaw); 3. Mark Gibbs (Suz).

500 INT: 1. Gary Gonzales (Mai); 2. Andre Abbott (Yam); 3. Doug Rand (Yam).

500 YAM: 1. David Williams (Mai); 2. Greg Zitterkopf (Yam); 3. Tom Browne (Yam).

Europeans hit SRA Carlsbad GP

By Sue Senn

CARLSBAD, CA, MAR. 29

Brian Davis may not speak English but he sure knows how to ride a motorcycle. He was absolutely brilliant as his co-Swedish born friend Lars Larsson literally chased him for one hour on his factory Husky during the Senior class race at the Southland Racing Association's Carlsbad GP.

Davis is sharing a brief stay in this country and for as long as he's here, it's truly a treat to watch this man in action.

Lar's record speaks for itself. Twelve gold medals earned at the ISDT. The first lap had Larsson in the lead, followed quickly by Davis (Yam), Dallas Baker (Yam), Bill Manley (Yam), Bob Maynard (Hus), and Gary Little (Yam).

The next several laps, found Davis in the lead with Larsson playing a close game of follow the leader. The pair moved into a two minute lead over Baker who held a comfortable third.

Bill Manley and Gary Little had an exciting side by side going as did Steve Bigler and Rick Hobbs. Charlie Conway had a bad start but worked his way up.

Russ Robinson (Yam) was easily the first 125cc but continued to battle with every bike he came in contact with regardless of its size.

At the finish it appeared that Davis was slowing and actually waiting for Larsson where they checkered almost side by side. Third Open went to Dallas Baker. Top 250cc Experts were Bob Maynard, Rick Watson and Vern Heth. Best 125cc Experts were Russ Robinson, Jim Vin Curek (Hon), and Ken Kendrick (Yam).

Top Amateurs were Harry Thornberg (Yam), Dennis Rosenburg (Yam) and Rock Raun (C-A). Top Novice riders were Jack Baird (Hon), Jack Liddy (Yam), Fritz Tomasello and Harry Owens (C-A). Beginner stars were Douglass Palmer, Davis Thompson and Gerald Howell.

The mighty Minis were the second of the day's five events and newcomer John Conney (Yam) gave Shannon Shamblin (Yam) a race he'll remember for some time. Shamblin, whose riding ability has excelled in the past six months commented, "No matter how fast I go, someone else seems to go a little faster." Conney took the checkered with, Shamblin settling for a close close second.

Novice riders Brad Johnson, Bill Anderson and Bobby Fite gave each other a good run for the entire hour, finishing in that order.

Beginners Scott Carter, Charlie Hobbs, Bill Crawford and Roy Chambers played switch-a-roo before finishing in that order.

The 200cc class always produces excitement plus, and Bobby Maxwell, riding his Yamaha with the support of Mac Douglas gave just that. Maxwell, riding the same bike he rode in the Mexicali 250, outran Lloyd Thomas and Bill Mattox for this overall. Maxwell was running first 125cc by six minutes at Mexicali when problems hit. His monoshock blew, then three flats, finalized by running out of gas one mile from a pit. But today Bobby had no problems and commented after the race that he loved the course, especially the motocross section. He's going after SRA's number one platee in 200cc class this year and plans on staying active in SCORE.

The top Amateurs in this race, Nick Hartnoll and Jay Stranger, finished very close followed by Torsten Corum.

The Novice riders Darrell Statham, Bian Manley and James McGee, finished together and in that order.

Breker blitzes Saddleback series finale

By Terry Whytal

ORANGE, CA, APR. 4

Kawasaki teamster Goat Breker outrode the competition at this week's Saddleback Super Series finale. Breker's toughest competition came from Kawasaki support riders Curt McCuistion, Bill Liles and Robert Reisinger, while DG/Yamaha rider Pete Snorteland kept the pressure on the Team Green players.

Breker left little doubt as to the outcome of the first moto of the 250cc Pro class, as he easily pulled away from the battle for the number two slot. Liles and McCuistion were forced to settle for second and third at the checkers behind their more experienced teammate. Snorteland picked up fourth and Reisinger finished fifth.

Race two was a different chapter but the same results. Liles, McCuistion and Reisinger came off the gate in a cluster and went for the lead as Breker quickly moved into fourth. Halfway through the moto Breker made his move and displaced each rider in turn to take over the lead and head for the finish. Snorteland powered up to the front and picked off Reisinger and McCuistion to finish third behind "Georgia Flash" Liles.

Second place purse money went to Liles, and third to Snorteland, leaving McCuistion and Reisinger to follow.

In Open Pro action, the race featured a two rider duel between DG's Snorteland and Pro Circuit Husky rider Jeff Jennings. Neither rider was able to establish much advantage in the first moto as the lead changed several times. Snorteland edged ahead at the finish while Yamaha rider Bob Shulz picked up third.

Jennings used his bike's superior power in race two to hold off Snorteland and take the overall. Snorteland finished second, as Husky rider Clark Jones grabbed the third place money with a 5-3 score.

Results

OPEN PRO: 1. Jeff Jennings (Hus); 2. Pete Snorteland (Yam); 3. Clark Jones (Hus).
250 PRO: 1. Goat Breker (Kaw); 2. Bill Liles (Kaw); 3. Pete Snorteland (Yam).
125 PRO: 1. George Holland (Suz); 2. Curt McCuistion (Kaw); 3. Craig Dale (Suz).
VET MASTER: 1. Jim O'Neal (Mai); 2. Malcolm McCassey (Hon).
VET INT: 1. Gary Clark (Mai); 2. Rick Watson (KTM).
VET NOV: 1. Ray Bailey (Yam); 2. Bob Barr (Mai). Milt Muller (Yam).
VET BEG: 1. Mike Hayes (Mai); 2. Phil Noseworthy (Yam); 3. DeWayne Stark (Yam).
OPEN INT: 1. Robert Casper (Yam); 2. Bob Kerz (Yam); 3. Don Glover (Yam).
250 INT: 1. Ron Baumgartner (Kaw); 2. Scott Boe (Hon); 3. Bill Harry (Yam).
125 INT: 1. Ruben Torres (Suz); 2. Carret Richardson (Yam); 3. Randy Skinner (Yam).
OPEN NOV: 1. Tom Martinet (Hon); 2. Art Gersjes (Kaw); 3. Randy Minter (Mai).
250 NOV: 1. Don Steverson (Hon); 2. Scott Conaway (Yam); 3. Mark Stroup (Suz).
125 NOV: 1. Jose Hernandez (Suz); 2. Tim Jones (Yam); 3. Rick Roarck (Suz).
OPEN BEG: 1. Dave Grupenhagen (Yam); 2. Chuck Haberg (Yam); 3. Rex Lair (Hon).
250 BEG: 1. Gary Renko (Kaw); 2. Matt Mitchell (Yam); 3. John Downey (Yam).
125 BEG: 1. Don Kelley (Yam); 2. Greg Farris (Yam); 3. Joe Clancy (Yam).
MINI EX: 1. Sam Storer (Kaw); 2. Tracy Meeks (Yam); 3. Paul Denis (Yam).
MINI INT: 1. Mike Healey (Suz); 2. Richard Fleming (Yam); 3. John Conney (Yam).
MINI NOV: 1. Ron Rodgers (Yam); 2. Gilbert Valdez (Yam).
MINI BEGZ: 1. Richard Hovis (Yam); 2. Jeff Manning (Kaw).

Old Timers hit Outlaw GP

By Bob Alloy

VALENCIA, CA, MAR. 29

Lots of fun and exciement were in store for us at the Outlaw Grand Prix at the Dunes. There were 38 Old Timers and we were teamed up with the Over The Hill Gang in the third race of the day.

The Grand Prix ws a 45 minute long endurance test and consisted of 10 laps. There was a live engine start with all classes running together but there were separate starts for each class. The track started west of the Shadow Glen track, then we went through the movie sets, and out to a bridge crossing the river. Then there was a quarter mile of sand, and then back to the water crossing. At the water crossing, you were given three alternatives: Take the water jump, take the river (2 ft.) or use the bridge. Most of us took the bridge, but Bob Anderson did like that river route. After the water crossing there was deep sand for a couple of miles, then back to Shadow Glen after completing the course we crossed the road back to the practice track which made one lap. Then on again for the other nine laps.

Amateur Bob De Miranda had a real surprise in the first lap. He had just completed his jump and then there appeared Dal Calais out of the sky. Dal was landing right where he was. Down went De Miranda, down went Calais, and down went De Miranda's second place.

Jim Cooke riding a new CR 450 Honda provided by Al Baker certainly had the winning combination. Jim wrapped up that prized first place Amateur.

The track was really well-prepared, and our thanks go out to the California Racing Club for one heck of a good time at Grand Prix racing.

Results

MASTERS: 1. Dan Sanchez (C-A); 2. Blackie Lewis (Yam).
EX: 1. Gerry Hutchinson (Mai); 2. Dick Frampton (Mai); 3. Buzz Moeller (Hus).
AM: 1. Jim Cooke (Hon); 2. Hal Grady (Hus); 3. Lowell Smith (Yam).
NOV: 1. Chuck Baily (Suz); 2. Bob Alloy (Yam); 3. Ray Montoya (Yam).

Jennings bests Saddleback series second round

By Terry Whytal

ORANGE, CA, MAR. 28

Pro-Circuit Husky rider Jeff Jennings led a top field of local riders en route to claiming the Open Pro victory as 2000 spectators looked on. Nearly 300 Amateur racers competed for the $3000 in prizes and kept the race excitement high.

Jennings quickly established his front running position as the first moto thundered onto the Saddleback International course. Keeping Jennings on the gas were fellow Husqvarna riders Clark Jones and Steve Rhyan, along with Yamaha rider Tony Wanket and Maico ace Scott Johnson.

Jennings' pace soon outdistanced his competitors, leaving Johnson and Jones to settle the number two position. At the checkers Johnson placed second and Jones was third while Wanket moved up to fourth and Troy Lee motored his Husky into fifth.

Rhyan had dropped from the first moto with mechanical problems but he was back for the second round and kept the pressure on Jennings as the two riders jetted to the front of the pack.

Jennings held off the charging Rhyan to sweep the class. Rhyan settled for runner-up for the moto and eighth for the day. Wanket had Jones dueled for third with Wanket getting the nod and the second place money. Johnson picked up fourth overall behind Jones.

Alan Olson continued his domination of the Veteran Masters class despite some strong competition from Tom White. Olson piloted his Suzuki to back to back race wins, leaving Yamaha rider White to claim second. Maico-mounted Ken Ratzloff picked up third.

Results

OPEN PRO: 1. Jeff Jennings (Hus); 2. Tony Wanket (Yam); 3. Clark Jones (Hus).
250 PRO: 1. Curt McCuistion (Kaw); 2. Bill Liles (Kaw); 3. Tim Lunde (Yam).
125 PRO: 1. Bill Liles (Kaw); 2. Doug Dubach (Yam); 3. Robert Reisinger (Kaw).
VET MASTER: 1. Alan Olson (Suz); 2. Tom White (Yam); 3. Ken Ratzloff (Mai).
VET INT: 1. Jeff Mathews (Yam); 2. T.W. Swets (Suz); 3. Dennis Rosenberg (Yam).
VET NOV: 1. Bob Barr (Mai); 2. Jody Weisel (Mai); 3. Ray Bailey (Yam).
OPEN INT: 1. Gene Caldwell (Hus); 2. Mark Andersen (Hus); 3. Angelo Figarotta (Yam).
250 INT: 1. Ian FitzGibbon (Yam); 2. Dan Ashcraft (Hus); 3. Rick Cercle (Yam).
125 INT: 1. Ruben Torres (Suz); 2. Vince McMahon (Kaw); 3. Randy Skinner (Yam).
OPEN NOV: 1. Thomas Martinet (Hon); 2. Eric Adnersen (Hus); 3. Art Gersges (Kaw).
250 NOV: 1. Dun Shevertson (Hon); 2. Mark Stroud (Suz); 3. Thad Heroux (Yam).
125 NOV: 1. Jose Hernandez (Suz); 2. Rob Hendricks (Yam); 3. Larry Peacock (Yam).
WOMEN EX: 1. Jan Murray (Yam); 2. Pauline Pitt (Mai); 3. Karen Kietinger (Yam).
OPEN BEG: 1. Dave Grudenhagen (Yam); 2. Art Robertson (Mai); 3. Rex Lair (Hon).
250 BEG: 1. Dan Englebert (Hon); 2. Darrin Yoder (Hon); 3. John Downey (Yam).
125 BEG: 1. Paul Pontious (Suz); 2. Dale Robherdna (Suz); 3. Brian Bates (Yam).
MINI EX: 1. Bruce Bunch (Suz); 2. Rudy Dickinson (Suz).
MINI INT: 1. Rich Fleming (Yam); 2. Jimmy Palmer (Yam).
MINI NOV: 1. Ron Rodgers (Yam); 2. Scott Brodie (Yam).

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June 7	Golden State	September 19-20	Riverside
June 13-14	Laguna Seca	October 18	Willow Springs
June 20-21	Willow Springs	November 1	Golden State
July 11-12	Golden State	November 15	Willow Springs
July 25-26	Riverside	December 13	Riverside

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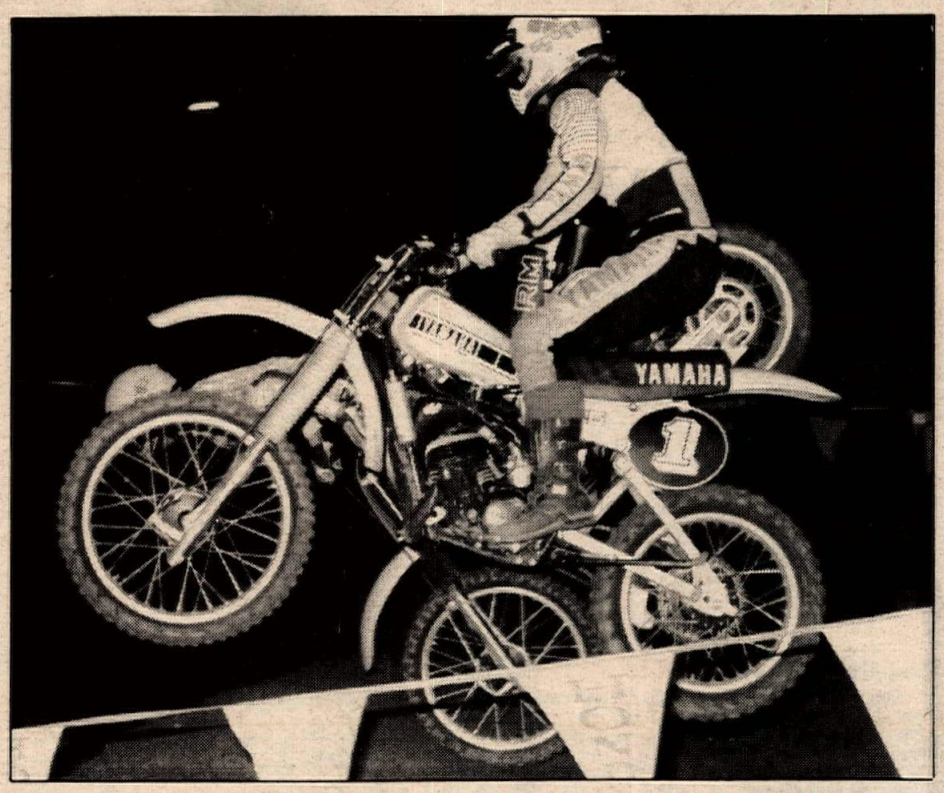

(Top) Georgian Billy Liles won the 250cc Pro class at CMC Saddleback. (Above) Scott Marrs loses it at Corona.

Liles impresses CMC Saddleback crowd

By Mike Klinger

ORANGE, CA, MAR. 29

Billy Liles, the Kawasaki support rider out of Farburn, GA, gave Continental Moto-sports Club competitors a real run for their money at Saddleback Park. Liles picked up a couple of moto wins in the 125 and 250cc classes, winning the latter overall. In the Open Pro class, Husqvarna-mounted David Gerig continued his winning ways with a perfect score for the day that has put him in the points lead of the Open class for the number one plate for 1981.

In the 125cc Pro class, moto one saw Craig Dale (Suz) take the holeshot but by lap three Harley Hall (Suz) had taken the lead with Mickey Dymond (Yam) closing. Liles was running in the middle of the pack and as the laps counted down, he was making his move to the front. At lap 10, Dymond took the helm with Hall and now Liles trailing. With only two laps remaining, Hall moved into the lead and then Liles took a chance and it paid off. The Georgian held on to the checkered flag, followed by Hall, Dale and Dymond.

Moto two started out exactly as the first with Dale again leading up to lap 12. Liles was right behind Dale the entire moto but couldn't seem to make his big move. On the last lap, Liles did not come around. His Kawasaki spit the chain and cost him the overall. Dale won the overall with a 3-1 score over Dymond's 4-2. Following Dymond were Hall (2-4) and C. Swan (Suz).

Two Pro Circuit Products Husky riders dominated the Open Pros. David Gerig and Troy Lee finished 1-2 in the small field of Open Pros. Maico-mounted Scott Johnson led moto one for most of the 14 laps but a fine mid-air move on Johnson off the double jumps gave the moto one victory to Gerig. Johnson was second with Lee third.

A bad start by Johnson in moto two gave the two Husky riders the top two spots. Few changes occurred during the entire moto and Gerig went on to score a 1-1 total for the day and the overall win. Lee's 3-2 combination awarded him second overall with Johnson making up the top three.

The 250cc Pro class went to Liles. In moto one factory Suzuki rider Brian Myerscough put his Floater into the lead off the start and no one could catch him. Following Myerscough closely were Tim Lunde (Yam) and Liles. As Myerscough began to pull, Lunde and Liles battled like two cats for the entire 14 laps. Fourth place was up for grabs between Greg Zitterkopf (Yam), Scott Johnson (Mai) and Craig Gormley (Yam). Myerscough ran away with the win and Liles could not gain any ground. Lunde was third, then came Zitterkopf, Johnson and Gormley.

Moto two gave Liles the overall victory over Myerscough. They fought the entire race but Liles won the battle and the war. Posting some fine rides for the day and following Liles and Myerscough in the standings were Lunde, Gormley and fifth overall Tod Simmons (Yam).

Results

MINI JR: 1. G. Valdez (Yam); 2. R. Rogers (Yam); 3. R. Robinson (Kaw).

MINI INT: 1. R. Fleming (Yam); 2. M. Healey (Suz); 3. C. Taylor (Kaw).

MINI EX: 1. S. Storer (Kaw); 2. T. Meeks (Yam); 3. P. Denis (Yam).

100 JR: 1. G. Rivera (Suz); 2. D. King (Yam); 3. R. Chacon (Yam).

125 JR: 1. S. Godinez (Yam); 2. M. Palmer (Suz); 3. R. James (Yam).

250 JR: 1. K. Meeks (Yam); 2. A. Calaz (Yam); 3. F. Graceffa (Yam).

500 JR: 1. M. Ford (Hon); 2. P. Davy (Mai); 3. M. Courtney (Hon).

125 INT: 1. R. Torres (Suz); 2. V. McMahon (Kaw); 3. D. Hulen (Yam).

250 INT: 1. J. Barnes (Yam); 2. C. Cole (Yam); 3. M. Wilkinson (Yam).

500 INT: 1. T. Browne (Yam); 2. M. Kell (Mai); 3. R. Hannah (Suz).

OLD TIMER JR: 1. P. Noseworthy (Yam); 2. C. Ellert (Mai); 3. M. VanCamp (Suz).

OVER 30 MASTER: 1. A. Olson (Suz); 2. J. Beltinck (Mai); 3. M. Bastionell (Mai).

125 PRO: 1. C. Dale (Suz); 2. M. Dymond (Yam); 3. H. Hall (Suz).

250 PRO: 1. B. Liles (Kaw); 2. B. Myerscough (Suz); 3. T. Lunde (Yam).

500 PRO: 1. D. Gerig (Hus); 2. T. Lee (Hus); 3. S. Johnson (Mai).

Mazzacane masters Corona MX

By Ron Lawson

CORONA, CA, APR. 3

Kawasaki's support program for sportsmen has been putting a lot of green on top of local races. At Corona last week it was John Mazzacane who made the Kaws look good in the 250cc Intermediate class. In the first moto, he got a second place start but soon passed Kevin Brooks (Yam) for the lead. Two laps later, however, Mazzacane was back in sixth and had

to spend the rest of the race making up for lost time. With one lap to go he was in fourth but a dramatic last minute effort brought him all the way up to second, close behind Brooks.

The second bout saw Mazzacane jump into an early lead and take it all the way home. Brooks and Ron Rehnquist (Yam) likewise started in second and third respectively and remained there throughout the race. The dicing was back in fourth between Billy Handel (Hon) and "Mad Man" Anderson (Yam). Anderson came out in front when Handel crashed on the last lap.

The 125cc Pro class was a frustrating experience for Rod Brand (Suz) who ran away with the first moto then crashed in the second, finishing seventh. The win went to Eric Hall on his LOP Yamaha with a 3-1 ride while Varney Holbrook (Hon) went 4-2 for second and Don Hardins (Suz) went 2-4 for third.

Chris Scott (Suz) won both motos of the 125cc Intermediate class while Andy Kaplan (Suz), John Grigsby (Yam) and Chris Heinrich diced for the number two spot. Heinrich made his move on the last lap of the last moto, passing first Kaplan, then Grigsby for second.

Eric MacCracken again topped the 250cc Pros with little difficulty. Advanced Cycle rider Fred Combs (Yam) led in the first moto, but crashed and wound up taking a fifth. He came back for second place in moto two to place third overall behind Rock Temple (Yam).

Results

MINI BEG: 1. Bobby Guajardo (Suz); 2. Dave Rogalia (Yam); 3. Jim Berney (Yam).

MINI BEG: 1. Alex Lopez (Suz); 2. Steven Gamble (Yam); 3. Mike Montano (Hon).

MINI NOV: 1. Roger Ebling (Kaw); 2. Eric Sackett (Yam); 3. Eric Strupele (Kaw).

MINI INT: 1. Jeff Schaeffer (Yam); 2. John Gersjes (Kaw); 3. Steve Morehouse (Kaw).

125 BEG: 1. Phil Pia (Kaw); 2. Harold Grigsby (Yam); 3. Kraig Brooks (Yam).

125 BEG: 1. Darin Maddox (Yam); 2. Danny Wawrzyniak (Yam); 3. Darin Rogers (Suz).

125 NOV: 1. Bruce Harerow (Suz); 2. Joe Rincon (Kaw); 3. Con Berner (Yam).

125 INT: 1. Chris Scott (Suz); 2. Chris Heinrich (Suz); 3. Andy Kaplan (Suz).

125 PRO: 1. Eric Hall (Yam); 2. Varney Holbrook (Hon); 3. Don Hardins (Suz).

250 BEG: 1. Dana Duke (Hon); 2. Ron Cavanaugh (Yam); 3. Calvin Latour (Mai).

250 NOV: 1. Bill Scott (Yam); 2. Brandon Sneiderwine (Kaw); 3. Jay Corntassel (Yam).

250 INT: 1. John Mazzacane (Kaw); 2. Kevin Brooks (Yam); 3. Ron Rehnquist (Yam).

250 PRO: 1. Eric MacCracken (Yam); 2. Rock Temple (Yam); 3. Fred Combs (Yam).

OPEN BEG: 1. Richard Critelli (Suz); 2. Charles Picou (Hus); 3. Brad Christian (KTM).

OPEN NOV: 1. Art Conti (Hon); 2. Verlin Van Zee (Yam); 3. Gary Trussell (Kaw).

OPEN INT: 1. Ed Cavanaugh (Yam); 2. Dean Wilkinson (Yam).

OPEN PRO: 1. John Greenway (Yam); 2. Gary Sherohman (Yam); 3. Dan Paulson (Mai).

Zitterkopf tromps DeAnza

By Ron Lawson

SUNNYMEAD, CA, APR. 5

Advanced Cycle rider Greg Zitterkopf (Yam) was top man at DeAnza Cycle Park last week as he roared to the top of the 250cc Pro class with room to spare.

In moto one, Fred Combs (Yam), also riding for Advanced Cycle, got the holeshot, but was passed by Zitterkopf at the end of lap one. For the next five laps, Zitterkopf slowly pulled away, then had his lead size doubled when Combs went down. That gave second place to John Mazzacane (Kaw) who was riding non-professionally in the Expert class. Second Pro was Jeff Prievr (Yam), just ahead of Keith Williamson (Yam). It was on the 14th lap that Williamson passed Prievr to finish in second. Combs was fourth.

Zitterkopf was again untouchable in the next round, but this time Combs

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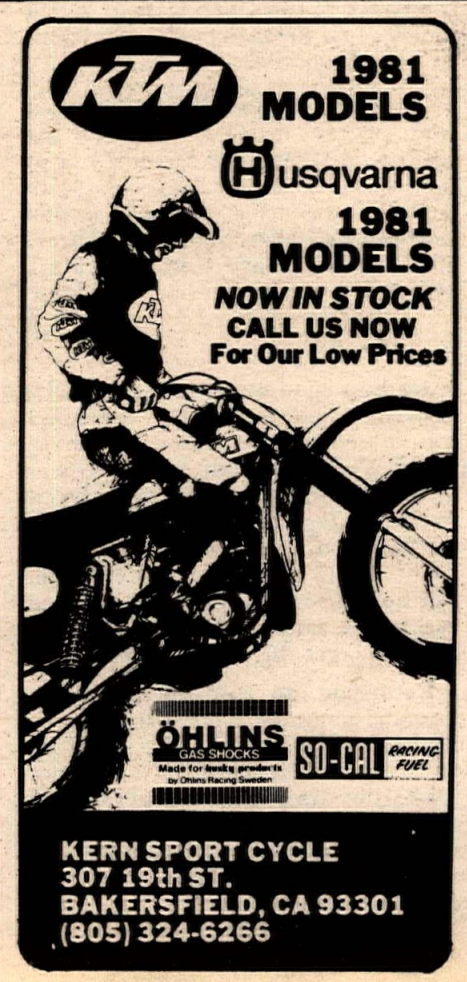

Western hotline

David Mason (101) leads Dan DeYoung (112), Tom Webb (100) and Greg Atkinson (115) during CRC's Outlaw GP at Indian Dunes.

was in second all the way. Williamson held down the number three spot for second overall over Combs and Prievr. Mazzacane, who was scored separately, finished between Combs and Williamson to top his class. Ken Campbell was second Expert on his Can-Am.

Bill Pelto (Hus) capitalized on Don Griewe's bad luck in the Open Pro class. Griewe (Mai) ran away with the first moto, but he lost his spark plug cap while leading in round two. He stopped briefly and managed to makeshift some repairs to finish third. Pelto took the win and the overall with Griewe second and Tim Batzle (KTM) third.

Curt Dunham (Yam) won both motos of the 250cc Beginner class while Jim Gogley (Yam) and Chuck Freeman (Kaw) traded second and third spots. In the first round it was Steve Hostetle who led the first lap. Then Dunham came by to steal the lead and keep it. Gogley and Freeman both moved up to capture the second and third spots, respectively. In the second moto Hostetle again led the early laps, this time with Freeman on his tail. But Dunham again took over and took it home. Freeman remained in second for second overall while Gogley moved up to third.

Results

PEE WEE: 1. Troy Tennison (Yam); 2. John Howell (Yam); 3. Wesley Kline (Yam).
JR CYCLE: 1. Shane Sheffield (Yam); 2. John Howell (Yam); 3. Mike Michetti (Yam).
MINI BEG: 1. Alex Lopez (Suz); 2. Dino Terracciano (Yam); 3. Dale Bolen (Yam).
MINI NOV: 1. Eric Fraser (Yam); 2. Chris White (Hon); 3. Mike Roberts (Yam).
125 BEG: 1. Steve Hawkins (Suz); 2. Joe Peterella (Yam); 3. Rick Gardner (Kaw).
125 NOV: 1. Mike Cooper (Suz); 2. Mark Decker (Yam); 3. Craig Bua (Suz).
125 INT: 1. Rusty Taflinger (Yam); 2. Brian Griewe (Suz).
125 PRO: 1. Rick Rodgers (Suz); 2. Rick Roark (Suz).
250 BEG: 1. Curt Dunham (Yam); 2. Chuck Freeman (Kaw); 3. Jim Gogley (Yam).
250 NOV: 1. Ken Carson (Yam); 2. Ian McCafferty (Yam); 3. Robert Crego (Hon).
250 INT: 1. Ed Abella (Yam); 2. Dan DeYoung (Mai).
250 EX: 1. John Mazzacane (Kaw); 2. Ken Campbell (C-A); 3. Mark Branch (Suz).
250 PRO: 1. Greg Zitterkopf (Yam); 2. Keith Williamson (Yam); 3. Fred Combs (Yam).
OPEN BEG: 1. Guy Kibbe (Yam); 2. Mark Kibbe (Yam); 3. Errol Leduc (Yam).
OPEN INT: 1. Ron Lawson (Hon); 2. Perry Ziino (Yam).
OPEN PRO: 1. Bill Pelto (Hus); 2. Don Griewe (Mai); 3. Tim Batzle (KTM).
INT VETS: 1. Jack McCafferty (Yam); 2. Robert Berdyck (Mai); 3. William Cline (Hus).

Lechien, Williams run wild at Speedway 117

By Rod Eschenburg

CHULA VISTA, CA, APR. 1

It wasn't even close last Wednesday night as Yamaha support rider Ronnie Lechien made a complete shambles of the otherwise very competitive 125cc Pro class at Speedway 117 in round three of the 1981 Coca-Cola Spring Stadium-Cross Championship Series. Pro Lube Yamaha rider Mike Tripes was expected to give Lechien a race of it, but as it turned out, Mike had to stage a come from behind charge for a tie-breaker second overall ahead of Escondido Honda rider Jon Faure. As it stands now, Lechien has led 24 or the 32 laps that he has run in two weeks, with three out of four holeshots thrown in for good measure!

In the 250cc Pros, Kirk Grissom got on track right out of the gate in the first moto and stayed there all night as the Honda rider easily outran the Yamahas of Mark Howell and Dan Watson in a two for two blast.

When it comes to racing ATCs, San Diego boasts some of the best in the country and when one rider takes both the premier classes, the 140cc and Open Modifieds on the same night, well you have to say he may just be the best there is! Well, Ace Williams and his South Bay Motorcycle Yamahas went two for two over Tracy Dixon and his Dixon Design Honda in the 140cc class, and staged an incredible comeback in the Open class to take a four-way tie breaker over Team Honda rider "Dyno Dean" Sundahl.

The first moto saw Mike Coe get out front on his "little" Honda with the real battle — and the deciding one at that — being waged for second with Sundahl appearing to have second wrapped up only to stall at the checkered flag and have teammate Mark "Waxey" Weixeldorfer back him up to third. Williams looked to be out of it with a fourth.

In the second moto old Ace just flat smoked 'em off; but wait, Weixeldorfer was in second and had the overall, right? Wrong. Sundahl zapped Waxey and then it was a four way tie with Coe in fourth. Ten feet from the checkered Ace bobbled, and it looked like "Dyno Dean" would take first and the overall, but no, Ace with his helmet down on the handlebars thinking he had lost somehow, got the win by half a wheel!

Returning to two-wheel action, Yamaha-mounted Tom Browne continued his win binge in the 500cc Intermediates with another two for two blast, this time over Allen Ortiz in spite of a hard crash in practice. Six straight motos for Browne plus a couple of wins at Carlsbad too; a new Pro coming up.

The 125cc Intermediates produced the wildest show of the night with Bobby Vrhel (Yam) parlaying a 2-3 finish effort to win over David Capehart (Kaw) and Honda rider Randy Rush, with Capehart taking a tie-breaker second off a 5-2 finish over Rush's 3-4.

Results

500 PRO: 1. David Gerig (Hus); 2. Randy Norman (Yam); 3. Dan Paulson (Mai).
250 PRO: 1. Kirk Grissom (Hon); 2. Mark Howell (Yam); 3. Dan Watson (Yam).
125 PRO: 1. Ronnie Lechien (Yam); 2. Mike Tripes (Yam); 3. Jon Faure (Hon).
500 INT: 1. Tom Browne (Yam); 2. Allen Ortiz (Mai); 3. Ric Mahlmeister (Yam).
250 INT: 1. Rick Kenyon (Yam); 2. George Speck (Yam); 3. Ken Kopecky (Suz).
125 INT: 1. Bobby Vrhel (Yam); 2. David Capehart (Kaw); 3. Randy Rush (Hon).
500 JR: 1. Stewart Hale (Yam); 2. Brian Showalter (Hon); 3. Dale Smith (Kaw).
250 JR: 1. David Hoffelder (Yam); 2. Glen Sorensen (Hon); 3. Rick Romio (Yam).
125 JR: 1. Mitch Palmer (Suz); 2. Greg Gorsica (Yam); 3. John Markins (Yam).
MINI INT: 1. John Conney (Yam); 2. Frankie Brundage (Suz).
JR CYCLES: 1. Jamie Conney (Yam); 2. Tommy Clowers (Yam); 3. Eddie Gaumond (Suz).
PEE WEES: 1. Norman Gaumond (Suz); 2. Oscar Ancheta (Suz).
ATC CLASSES
OPEN MOD: 1. Ace Williams (Yam); 2. Dean Sundahl (Hon); 3. Mark Weixeldorfer (Hon).
140 MOD: 1. Ace Williams (Yam); 2. Tracey Dixon (Hon); 3. Steve Wright (Hon).
115 MOD: 1. Sam Coe (Hon); 2. Tim Hoy (Hon); 3. Jim Nunoz (Hon).
OPEN STOCK: 1. Derick Taylor (Hon); 2. Don Brown (Hon).
125 STOCK: 1. Anthony Campos (Hon); 2. Mike Wilkinson (Yam); 3. Richard Nicholas (Yam).

MacCracken takes CRC Outlaw GP

By Terry Rezek

VALENCIA, CA, MAR. 29

Eric MacCracken overcame an unfortunate start to win the Pro event in the California Racing Club's Outlaw Grand Prix. Under continually overcast skies, Big Mac showed his knowledge of the Shadow Glen portion of the mostly-motocross course and his willingness to push the big bore Yamaha to the max up the short paved section and across the high-speed sand wash in his drive to the win.

It looked like Tracy Oswell who first stuffed his Maico into the hole, winning the start line drag race. Three-fourths of the way around the track he was well in the lead but Bill Hagen was closing fast in second. Just a few seconds back, the pack of MacCracken, Past and Boston were snarling on the leader's heels. MacCracken started early to make his move; by the end of the second lap, he had left Past and Boston, got by Hagen and took aim at Oswell. Lap five found him right on Oswell's back and pushing hard. Taking the lead in lap six, MacCracken continued to add one to two seconds per lap over Oswell and the two of them added at least that much over third place. That was the way it went, right to the checkered.

The first bike race of the day had all the Minis running a shortened course but, as is traditional at the first Grand Prix of the spring at the Dunes, they had to choose between the bridge, the water and the jump! The bridge was the slowest and the safest, and the water was only slightly faster and deep enough to flounder most Minis no matter how good their waterproofing. The fast and fearsome line was the jump. Only three riders tried it throughout the race and the results were mixed to say the least. Steve Van Dusen, the resident go-faster Mini rider led from the start with fellow Expert Rick Hemme running second. Intermediate Jeff Barbacovi had a bad start and approached the jump in the middle of the pack. Van Dusen was the only one before him who had even tried it but Barbacovi needed the extra five seconds afforded by the jump, so he went for it, passing five riders in one move. On lap two, he went up again and landed in third place behind Van Dusen and Hemme. The three way battle raged until lap five when Hemme didn't come around. The traffic was thickening and the approach to the jump and the landing, followed immediately by an abrupt left turn, was getting critical. On this pass, Barbacovi landed hard from the jump and lost it in the sandy turn. By the time he got going he was almost a full lap down. Van Dusen cruised on without a challenge — except for time and the gas-sucking sand. With only two laps to go, Van Dusen's bike began dying of thirst and Alan Lippie came from behind to happily take first. Van Dusen managed to limp into the pits and get gas but had lost too much time and was forced to settle for second.

Peter Clark was the early leader in the Lightweight Beginner/Novice event with Shawn Lane and Tony Pulliam running second and third. James Faulkner and Scott Aden led the wave of Beginners into the first lap. From this race on, the riders went up the pavement into the hills south of the park then dropped into an arroyo for the trip back to the river crossing. When they returned, Pulliam had moved into second and Mark Davenport was in fourth behind Lane. By lap three, Clark had dropped to fourth and the others had all moved up one notch. These three stayed tight together for the rest of the race and finished in that order.

The Veterans, Seniors and Women's combined event had about 900 different classes but the overall win was only momentarily contested. Al Stinebaugh and Bob Hayes made the first few laps quite exciting but Hayes DNF and Stinebaugh breezed in for the win and first in the Veteran Expert class. Mercedes Gonzales, who easily won the Women's class, surprised quite a few men. She and the rest of the women had to start on the last line behind all of the men's classes. By the end of the third lap, she and her sister, Maria, had passed 30% of the men who had started ahead of them.

Eric Swan got a great holeshot at the start of the all sizes Intermedaite/Amateur bash but took a bad line right after the first turn. He went over a big jump off to one side of the course and everyone else took the fast line on the ground. At the end of lap one, it was Brett Howell, Randy Morales, Adam Ford and Rocky Hash leading. Swan's costly error had dropped him to the middle of the pack and he was never able to make up the time. Howell and Morales continue to fight it out for most of the race but Morales finally squeaked by Howell and went on for the win.

The final race was the 250cc and Open Beginners and Novices. Rick Park jumped to an early lead followed by Trey Campbell and Tim Howard. The 250s were led by Mike Ferro and Jay Zupan. By lap three, Dave Welty had moved ahead of Campbell and Park had disappeared. Howard had trouble with the jump and Welty temporarily took the lead. Quite a few of the Novices and Beginners had problems with this jump That happens when your hormones overpower your skill. It was more entertaining than feeding time at the monkey cage.

Mike Ferro had faded from the lead of the 250s and given it to David Thayer who was now ahead of Zupan and John Ferro. Ron Lingo was at the head of the Beginner pack and stayed there to the finish. Randall Knox was running second Beginner at this point

with James Clark in third. They swapped positions at the finish.

Back in the Open class, Welty and Campbell were still leading, but Campbell was joined by Dave Rose and Garrie Turcotte and a great three-way battle for second began forming. As the end neared, Rose and Turcotte got by Campbell and Welty and set about deciding first place. Turcotte won that decision and Rose took second with Campbell in third.

Results

60 NOV MINI: 1. Ronnie Densford (Yam); 2. Paul Matthews (Yam); 3. Duane De Arman (Yam).
60 INT MINI: 1. Steve Kotajarvi (Yam); 2. Bobby Erickson (Yam).
80 BEG MINI: 1. Jason Davenport (Yam); 2. Troy Welty (Suz); 3. Ray Arney (Yam).
80 NOV MINI: 1. Sal Carlos (Yam); 2. Phil Butler (Suz); 3. Troy McFarland (Yam).
80 INT MINI: 1. Scott Morrison (Yam); 2. Eddie Hicks (Yam); 3. Kevin Sheridan (Yam).
80 EX MINI: 1. Alan Lippie (Yam); 2. Steve Van Dusen (Yam).
100 BEG: 1. Rickie Cole (Yam); 2. Jason Davenport (Yam); 3. Steve Corteville (Suz).
100 NOV: 1. Mike Hughes (Suz); 2. Bruce Delgado (Suz); 3. Greg Gest (Suz).
125 BEG: 1. Don Deetman (Yam); 2. Sebastian Circo (Suz); 3. Mark Woodson (Kaw).
125 NOV: 1. Shawn Lane (Yam); 2. Tony Pulliam (Yam); 3. Mark Davenport (Suz).
SR BEG: 1. Bob Maine (Yam); 2. John Downey (Yam); 3. Larry Severe (Suz).
SR NOV: 1. Bernard Kiel (Yam); 2. John Cowen (Hus).
SR AM: 1. Chuck Woody (Suz).
SR EX: 1. Bryon Farnsworth (Yam); 2. Ed Johns (Suz).
CRC VET JR: 1. Bill Baxter (Yam); 2. Chuck Dalton (Yam); 3. Jess Ruf (Yam).
CRC VET INT: 1. Bill Norman (Mai); 2. Jerry Johnson (Yam); 3. Dino Magliochetti (KTM).
CRC VET EX: 1. Al Stinebaugh (Suz); 2. Bob Crosta (KTM); 3. Dan Sanchez (C-A).
JR/SR BEG: 1. David Neal (Yam); 2. Craig Carrothers (Kaw); 3. Robert Cook (C-A).
JR/SR NOV: 1. Charles Weedon (Kaw); 2. Richard Palacids; 3. James Dills (Yam).
JR/SR AM: 1. Robert Dahlgren (KTM); 2. Larry Mason (Yam); 3. Don Anderson.
JR/SR EX: 1. Bill Millar (Yam).
WOMEN BEG: 1. Carol Downey (Yam).
WOMEN INT: 1. Maria Gonzales (Hon).
WOMEN EX: 1. Mercedes Gonzales (Yam); 2. Debbie Threlfall (Yam).
125 PRO: 1. Steve Schmitz (Yam); 2. Bill Ovellette (Suz); 3. John Langhammer (Yam).
250 PRO: 1. Bob Kline (Yam); 2. Ken Zahrt (Suz); 3. Larry Baker (Hon).
OPEN PRO: 1. Eric MacCracken (Yam); 2. Tracy Oswell (Mai); 3. Hal Strauss (Mai).
125 EX: 1. Quinton Smith (Suz).
250 EX: 1. Norm Francis (Hus).
OPEN EX: 1. Greg Kammerman (Yam).
100 INT/AM: 1. Scott Morrison (Yam); 2. Mark McDonald (Suz); 3. Glenn Commons (Yam).
125 INT/AM: 1. Brad Binns (Yam); 2. John Hemm (Suz); 3. Zoli Meszaros (Suz).
250 INT/AM: 1. Richard Ising (Yam); 2. Mike Sperry (Hon); 3. Gary Scheidler (Yam).
OPEN INT/AM: 1. Randy Morales (Yam); 2. Brett Howell; 3. James Lawrence (Yam).
OPEN BEG: 1. Ron Lingo (Yam); 2. James Clark (Suz); 3. Randall Knox (Yam).
OPEN NOV: 1. Garrie Turcorte (Yam); 2. Dave Rose (Yam); 3. Trey Campbell (Yam).
250 BEG: 1. Stagg Summers (Yam); 2. Neil Mooring (Yam); 3. John Downey (Yam).
250 NOV: 1. John Ferro (Hon); 2. David Thayer (Hon); 3. Jay Zupan (Hon).

Four share dough at Corona ST/HM

By Elaine Jones

CORONA, CA, MAR. 28

Finally, Corona Raceway was able to run a short track without Mother Nature pouring liquid sunshine all over everything.

The 250cc Money short track was the first showdown of the evening. Chris Cannon had his Rich Plueger tuned Yamaha dialed in as he got the jump on the eight man field followed by Jimmy Snow, Dan Mullins and Rob Ely. On the second of 15 laps, Rick Reed slipped under Ely to take fourth only to have Ely come back on the next lap and swap places again. It was short lived as Ely made a mistake that dropped him to last. Meanwhile, Darren Hulbert, who had gotten off to a slow start, went from sixth to fourth in a blink. With five laps to go, Hulbert moved to within striking distance of Cannon and Snow. As the laps wound down Ely worked his way back to fourth only to have his bike go sour. At the checkered it was Cannon, Snow and Hulbert.

The Open Money short track had to have Ron Arlt feeling like a sandwich as Eddie Lawson (#21) got off on top with Jeff Johnson (#21E) in third. On the third lap Johnson moved to second and from there on out the placements were set and it was a case of follow the leader with Lawson the leader.

The 250cc Money half mile saw Rob Ely back on the line and this time he was ready as he jumped out ahead of Terry Singleton and Jimmy Snow. On the fourth lap Mike Kirby got into the thick of things as he got by Snow who was having mechanical problems. Darren Hulbert was running in fourth but Kirby was able to hold him off. Roger Thompson, aboard his new 250 Yamaha, was sorting things out and doing a commendable job of sticking with the pack. The front three were not to be budged and Ely had the win with Singleton second and Kirby third.

The Open Money half mile was a game of strategy and it was Lawson who miscalculated. Perry Proiette got the holeshot with Jeff Johnson and Lawson in the 2-3 spots. Prioette lost the lead to Johnson on the third lap and on the fifth lap it was Lawson's turn to go by. Lawson's plan was to hang close to Johnson and make his move closer to the end of the 15-lap main. What he didn't count on was Johnson going for it from the beginning and maintaining his blistering pace. When Lawson started to play catch up he found the lead was too great and although he was turning faster lap times he was unable to catch Johnson and had to settle for second. Prioette claimed third with Rick Reed fourth and Dan Mullins fifth.

Another Jeff Johnson, no relation to Open Money Jeff, came away with a double win in the Open Novice races. On the half mile Mike Hart led for the first half of the 10-lap main but at the midway point, as if on cue, Johnson took over and collected the gold with Hart second and James "Chip" Told third. On the short track Johnson didn't have such an easy way to go as William Brooks, Sr. grabbed the lead with Johnson second. It took him eight of the 10 laps to find the chink in Brook's armor but he did and had his double win for the night. Brooks was second and Robert Little third.

Remember: There is no flat track racing in April at Corona but it will be returning the first Wednesday of May with a TT and half mile slate. •

Results

SHORT TRACK
125 NOV: 1. Brian Runyan (Yam); 2. Steve Wybenga (Yam); 3. Lee Fabry (Yam).
125 AM/EX: 1. Mike Kirby (Hon); 2. Jason Bell (Yam); 3. Brian Barrick (Yam).
250 NOV I: 1. Bobby Beer (Yam); 2. Don Driggs (C-A); 3. Jeff Contreras (Bul).
250 NOV II: 1. Mike Hart (Hon); 2. Steve Smith (Yam); 3. Derrick Van (Yam).
250 AM/EX: 1. Mike Kirby (Yam); 2. Jimmy Snow (Yam); 3. Roger Thompson (Yam).
OPEN NOV: 1. Jeff Johnson (Yam); 2. William Brooks, Sr. (Hon); 3. Robert Little (Yam).
OPEN AM: 1. Don Meiner (Yam); 2. Mike Hart (Yam); 3. Dan Kane (Hon).
OPEN EX: 1. Keith Guthery (Yam); 2. Joel Windham (Yam); 3. Ron Bell (Yam).
250 MONEY: 1. Chris Cannon (Yam); 2. Jimmy Snow (Yam); 3. Darren Hulbert (Yam).
OPEN MONEY: 1. Eddie Lawson; 2. Jeff Johnson (Hon); 3. Ron Arlt (Yam).
HALF MILE
125 NOV: 1. Brian Runyan (Yam); 2. Don Ambrose (Yam); 3. Lee Fabry (Yam).
125 AM/EX: 1. Mike Kirby (Hon); 2. Jason Bell (Yam); 3. Brian Barrick (Yam).
250 NOV I: 1. J. Ward McKee (Kaw); 2. Paul Contreras (Yam); 3. Dennis Pinheriro (Suz).
250 NOV II: 1. Bobby Beer (Yam); 2. Robert Goodwin (Yam); 3. Steve Smith (Yam).
250 AM: 1. Don Driggs (C-A); 2. John Perez (Yam).
250 EX: 1. Terry Singleton (Yam); 2. Jimmy Snow (Yam); 3. Roger Thompson (Yam).
OPEN NOV: 1. Jeff Johnson (Yam); 2. Mike Hart (Yam); 3. James "Chip" Told (Hon).
NSOTHG: 1. Tony Denius (H-D); 2. Gary Pettis (Bul).
OPEN AM: 1. Don Meiner (Yam); 2. Keith Bradford (Yam); 3. Dan Kane (Yam).
OPEN EX: 1. Ron Arlt (Yam); 2. Bob Russell (Hon); 3. Keith Guthery (Yam).
250 MONEY: 1. Rob Ely (Yam); 2. Terry Singleton (Yam); 3. Mike Kirby (Yam).
OPEN MONEY: 1. Jeff Johnson (H-D); 2. Eddie Lawson; 3. Perry Prioette (Yam).

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NORTHERN DATELINE

Hooper sloshes to victory at Clarks Branch MX

By Delbert Longbrake

ROSEBURG, OR, MAR. 29

"I'd rather ride in the mud than dust; I kinda like to race in the mud, really." So stated a very muddy Larry Hooper after he had won three motos and taken the overall in the Open Pro class at the Clarks Branch Motocross.

With only two 250s and seven 125s, it was decided to combine these two Pro classes. In the first mud-o, Rod Keller showed everyone he was a mud specialist when he shot out of the gate and led every lap.

The 250s weren't having any such luck, however. First, Craig Prause went down and immediately got splashed unmercifully. This wouldn't be the only time Craig would find the limits of traction as he fell several times. But it really didn't matter because the other 250cc Pro, Larry Hooper, got water in his Maico, forcing him out of the competition. Craig went on to win.

The wind and rain was ferocious during the second 125/250cc moto and so were the 250cc riders. Hooper pulled his Maico into first place with Prause behind in second. Keller was again first 125cc with Roy Davis in second. Hooper started pulling away from Prause, but about halfway through the moto, his Maico again started getting sick, and Prause started moving up. But as luck would have it, Prause's Yamaha also got sick, sicker in fact than Hooper's, and Larry rode on to win.

In the 125s meanwhile, Keller had fallen letting Roy Davis by for first. Roy was riding with a thumb cast, hanging on to his machine with only his fingers. Loch Names pulled past the checkered flag in third.

Bob Cicerchi was on the starting pad early before the Open Pro moto, trying to find some dry dirt for his rider, Tim Mitchlitch, to start on. Tim pulled his Kawasaki off the pad easily in first place, but Larry Hooper smoked by the field before the first turn. Larry pulled away from Mitchlitch, who stated earlier that he had never ridden his Kawasaki in the mud.

Hooper rode around the track like it wasn't even muddy and after winning the moto, credited his Maico for making it look so easy. Mitchlitch rode on in second, holding off charges made by Mitch Kirkpatrick.

In the second moto, Hooper could only pull a fourth place position off the start, while Kirkpatrick and Mitchlitch were side by side in first. But by the time the riders passed the start/finish line for their first lap, Hooper was in first with Kirkpatrick and Mitchlitch following. Mitchlitch put pressure on Kirkpatrick until he could no longer see and had to pull off the track. Hooper rode to an easy win.

Results

125 PRO: 1. Loch Names (Yam); 2. Roy Davis (Yam); 3. Rick Smith (Yam).
250 PRO: 1. Larry Hooper (Mai); 2. Craig Prause (Yam).
OPEN PRO: 1. Larry Hooper (Mai); 2. Mitch Kirkpatrick (Hus); 3. David Shepard (Yam).
PEE WEE JR: 1. Andy Byrd (Yam); 2. Jimmy Row (Yam).
PEE WEE INT: 1. Jeff Daily (Yam).
MINI BEG: 1. Todd Krenik (Kaw); 2. Gary Prowell (Kaw).
MINI JR: 1. Anthony Valenzuela (Yam); 2. Curt Cunningham (Yam); 3. Brian Springer (Suz).
MINI INT: 1. Courtney Shaffer (Yam); 2. Don Church (Yam); 3. Greg Holmberg (Yam).
100 JR: 1. Don Church (Suz).
100 INT: 1. Charlie Byrd (Yam).
POWDER PUFF: 1. Becky Roberts (Suz).
125 JR: 1. Donny Herron (Yam); 2. Kevin Knox (Suz); 3. Don Anderson (Suz).
125 INT: 1. Randy Alliman (Suz); 2. Stan Roberts (Suz).
250 JR: 1. Larry Brown (Hon); 2. Rick Kernutt (Hon).
250 INT: 1. Wes Roberts (Hon); 2. Bill Row (Yam).
OPEN JR: 1. Mike Jeter (KTM); 2. Ernie Leggett (Yam); 3. Paul Remy (Yam).
OPEN INT: 1. Jim Sargent (Yam).
OT: 1. Bill Row (Yam); 2. Elmer Reimer (Suz); 3. John Broadwater (Yam).

Cropper, Corcoran and Newman at Woodland MX

By Jan Newman

WOODLAND, WA, MAR. 28

The Pro classes were smaller in size today due to the fact that a lot of the regular riders abandoned us in favor of some big race down south called Hangtown.

We did see the return of a couple of riders who've been off for months awaiting the time they could msuter up the where-with-all for new bikes. Jeff Cropper and his new 125 Zookie got along fine, but Allen Pitts and his new 450 Honda still have some getting acquainted to do.

There were eight 125cc Pros and only Brian Hall (Yam) and Dave Hettinga (Yam) failed to lead at some point in the first moto. Rob Watilo got the scratch and led the first lap before his Yamaha engine stuck momentarily while the pack went by. Duane Morris (Yam) was now in front but soon made the first of many mistakes for the day and was out of the front runners.

Now it was Stacy Thornton's Green Meanie in front for a couple of brief laps before he goofed. Gary Harkleroad (Yam) led for two laps before Steve Corcoran (Yam) took over the reign for five laps. That, too, would end when Jeff Cropper (Suz) sorted his way through to lead the last two laps.

Thorton led the second moto until his front hub gave out. Harkleroad was there to take over, but Cropper was on his way through again and led the last half of the race.

Corcoran was back in the 250cc Pros with much better results. He led the first race all the way. Watilo also had better results in this class. He moved by Curt Kerbaugh in the early laps to hold second. Behind them Allen Pitts put his Honda out front for the Open class, but Barney Newman (Yam) had the lead after the second lap as Pitts sturggled with the unfamiliar big bike before pulling off in the last few laps.

Corcoran led the second round then blew it and dropped behind Watilo and Kerbaugh. It took half the moto before Corcoran could work back up to the lead. Pitts led through the first turn again, but it was still a big bike and he was still a little guy and Newman led from the end of the first lap.

Results

PEE WEE: 1. Brett Anton (Yam); 2. Justin Stanning (Suz).
MINI JR: 1. Corey Whitaker (Yam); 2. Glenn Hunter (Suz); 3. Dawn Piazza (Yam).
MINI INT: 1. Shane Whitaker (Yam); 2. Jon Niemi (Hon); 3. Darren Rogers (Kaw).
MINI EX: 1. Eric Hall (Yam); 2. Rick Celorie (Yam).
100 JR: 1. Steve Jones (Suz); 2. Mike Hess (Suz); 3. Mike Williams (Yam).
100 INT: 1. Wade Janssen (Yam).
125 JR: 1. Scott Williams (Yam); 2. Kris Ovall (Hon); 3. John Unger (Yam).
125 INT: 1. Brian Mode (Yam); 2. Dan Blasdell (Suz); 3. Keith Foidel (Yam).
125 PRO: 1. Jeff Cropper (Suz); 2. Gary Harkleroad (Yam); 3. Steve Corcoran (Yam).
250 JR: 1. Kris Ovall (Hon); 2. Doug Percy (Hus); 3. Butch West (Yam).
250 INT: 1. Dave Eakin (Hon); 2. Ken Mersereau (Hon); 3. Matt Waldron (Kaw).
250 PRO: 1. Steve Corcoran (Yam); 2. Rob Watilo (Yam); 3. Curtis Kerbaugh (Yam).
OPEN JR: 1. Dana Schole (Hon); 2. Tim Welsh (Yam); 3. David Kirchem (Yam).
OPEN PRO: 1. Barney Newman (Yam); 2. Allen Pitts (Hon).
30 TO 40 JR: 1. Dennis Anliker (Yam); 2. Gary Backstrom (Yam); 3. John Foster (Suz).
30 TO 40 SR: 1. Gary Bonds (Hon); 2. Chuck Akin (Mai); 3. Mike Roberts (Mai).
OT: 1. Glenn Barnett (Hon); 2. Walt Drake (KTM); 3. Norm DuVall (Yam).

Palfreyman brothers win Madera sidecar MX

By Gwen Ridyard and Judy Holley

FRESNO, CA, APR. 5

When the roar subsided, it was John Palfreyman, Jr. and his brother Victor who carried home the majority of the gold on their new monoshock EML Norton from Madera Lake.

Good weather greeted the Southern California Side-Hack Association members for race number two of the 10-race professional sidecar series which is sponsored by the American Motor Sports Association. A 2.4-mile long track on grassy hills was "shades of Europe," as far as the sidecar racers were concerned. Although used mainly by the off-road racers, they found the track to be very fast and extremely wide.

As the first moto started, Ralph and Scott Whitney (Norton-Wasp) took the lead with Pete Whitney and Duane McDowell (Yamaha-Eagle) in hot pursuit. Meanwhile, John Palfreyman, Jr., using his sixt months of European experience, and brother Victor were dicing their way through the pack, quickly closing in on the leaders and soon overtaking them. Ralph Whitney stayed close, but the Palfreymans made no mistakes on their way to the checkered flag.

The second moto started with Pete Whitney and Duane McDowell deciding it was wide open or nothing as they chased the Palfreyman team with only a bike's length between them. On the third lap, Whitney/McDowell passed the Palfreymans in the air and almost crashed. Somehow, they saved it by throwing their sidecar completely sideways and then putting it back on the ground.

Holding the throttle full on, Whitney/McDowell went on to win the second race of the day with John and Victor Palfreyman finishing a very close second. Ralph and Scott Whitney finished a smooth third. The battle for fourth and fifth place went on between Damon Duckett/Joe Broussard and Kim Mason/Alan Adcock until the last lap when Mason/Adcock's coil broke, putting them out of the race.

Results

MOTO 1: 1. John Palfreyman/Victor Palfreyman; 2. Ralph Whitney/Scott Whitney; 3. Damon Duckett/Joe Broussar.
MOTO 2: 1. Pete Whitney/Duane McDowell; 2. John Palfreyman/Victor Palfreyman; 3. Ralph Whitney/Scott Whiteny.

Emde triples at Golden State AFM opener

By Karl Okamoto

SONOMA, CA, MAR. 29

David Emde stole the show at the opening race of the season for the AFM-North at Golden State Raceway. David brought two bikes with him and won all of the three races he entered. First, he took top overall and first 750cc Production on the California Suzuki of Orange GS750. Then, he climbed aboard the San Jose BMW R100 and blitzed the Open GP field, consisting of Yamaha TZ750s, en route to a runaway win.

Finally, he brought back the Suzuki and piloted it to a narrow overall victory over Syd DeSoto's turbocharged Suzuki GS1000 in the 750cc/Open Superstreet race. Emde and DeSoto were practically even for the entire race, but Emde was the clear winner at the finish line. "I went around three riders and I looked back and Syd was weaving through, too, but I had too much of a lead," recalled Emde.

Despite upping the displacement limits, the RD350/400 is still the bike to beat in the 450cc Production class. A relative newcomer, Tracy DeMuro (Lassak/Rustan's Yamaha RD350), took the race after two of the favorites eliminated themselves from the competition. Mark Ingalls (Berkeley Yam RD450) got the wobbles and fell off at high speed at turn 10 during the warmup lap before the race. "It musta been something on the track. It wasn't the tires so that's the only thing I could figure," said Mark, who had a rash of bruises and scrapes up and down his right side.

Larry Theobald (T&O Yam RD400) fell victim to the bumpier road surface at turn one. DeMuro, of Canoga Park, then held off Kirk Graves (Yam RD375) and veteran Dale Alexander (Palo Alto Yam RD375) for the win. Another rule change has thrust this class into the spotlight, as #1-10 number plates will be awarded to the top 10 points getters, regardless of class. Since the 450cc Production class has traditionally had the most participants of any class, it is conceivable that the Number One plate for '81 will emerge from this group, as points awarded are a function of results *and* the number of competitors.

600cc Box Stock promises to be interesting and competitive this season as the class bristles with Kawasaki GPz550s and Yamaha Seca 550s, both new models for this year. Although John Glover won this round on a Fairway Yamaha Seca, Whitney Blakeslee was close behind at the finish on his Champion GPz and the pair were equally matched in the horsepower category.

In other action, Dennis Smith (Cycle Tune Suz GS1100) won the Open Production clash, but was protested for using an "A-Track" chain/swingarm attachment. He said that he will appeal the protest, but for now Chris Steward is the official winner.

A surprise placing was scored by Darrell White, who finished behind Dave Emde in the Open GP contest. White rode his 750cc Yamaha to second place.

John Glover set the pace in the 250cc GP race, and Danny Coe (Tony Murphy/Can-Am 125) used his new frame to an advantage over the rest of the 125cc GP field. The next AFM race at Golden State will be Apr. 19.

Results

450 BOX STOCK: 1. Derek Wittorff (Yam); 2. Jim Siemans (Yam); 3. Kenneth Evan (Suz).
600 BOX STOCK: 1. John Glover (Yam); 2. Whitney Blakeslee (Kaw); 3. Phil Beck (Kaw).
750 BOX STOCK: 1. Mike Krolick (Kaw); 2. Bernd Koegler (Hon); 3. Dennis Fryer (Hon).
OPEN BOX STOCK: 1. Whitney Blakeslee (Kaw); 2. Brad Taylor (Suz); 3. Chris Steward (Suz).
250 PROD: 1. Greg Overman (C-A); 2. A.J. Parks (C-A); 3. Mike Fleming (Yam).
450 PROD: 1. Tracy DeMuro (Yam); 2. Kirk Graves (Yam); 3. Dale Alexander (Yam).
600 PROD: 1. Kurt Bickel (Yam); 2. John Buddenbaum (Yam); 3. Ray Straka (Kaw).
750 PROD: 1. David Emde (Suz); 2. Mike Krolick (Kaw); 3. Dennis Fryer (Hon).
OPEN PROD: 1. Chris Steward (Suz); 2. Whitney Blakeslee (Kaw); 3. Brad Taylor (Hon).
600 SUPERSTREET: 1. Wayne Montoya (Yam); 2. Bob Runyon (Yam); 3. Louis Vallerga (Yam).
200 GP: 1. Danny Coe (C-A); 2. Bill Mullins (Yam); 3. John Chermak (Yam).
250 GP: 1. John Glover (Yam); 2. Glen Shopher (Yam); 3. Steve Epstein (Yam).
500 GP: 1. Jeff Hagan (Yam); 2. Alex Lappe (Yam); 3. Tim O'Hara (Yam).
OPEN GP: 1. David Emde (BMW); 2. Darrell White (Yam); 3. Fred Winters (Yam).

Mogan back in action at Mabton Dunes MX

By The Squisher

MABTON, WA, MAR. 29

Mabton Dunes Motocross Track hosted the second race of its Spring Series with over 200 riders competing. The order of races was reversed for this race with the Open bikes starting the program. Blowing winds made for less than ideal spectating conditions, but the racing was fierce nonetheless.

Mogan David LaPierre (Suz) made a triumphant return to the 125cc Pro wars after a long layoff. Leon Mac Donald (Yam) and Kevin Logsdon (Yam) led the first moto followed by Duane Morris (Yam) and then LaPierre. The lead changed hands several times between the two front-runners with Morris and Mogan closing in. Both Logsdon and MacDonald bit the dust with just a couple laps left giving the victory to Mogan with MacDonald able to move back into second.

The second moto was a runaway victory for Morris after Mogan got caught in traffic as he tried to work his way around Tim Kirk (Suz). Second place in the second moto was enough for the overall victory for LaPierre with Morris second and Logsdon third overall.

Chad Jeffery (Yam) overcame being turned around at the start to score 5-1 moto scores which gave him first overall in the 125cc B class. Kyle Fast (Yam) was an easy winner in the first moto but pulled off the track for some reason in the second while leading, letting several riders by and throwing away a chance at victory.

Duane Marker (Yam) was racing for the first time since breaking his leg almost a year ago. Marker showed the speed but not the stamina to lead the first 250cc Pro moto until Andy Tudor (Mai) reeled him in. Tudor also won the second moto to give him four moto victories for the day combined with his Open Pro victories.

Results

100 C: 1. Kelly Butler (Kaw); 2. Wayne Prosser (Suz); 3. Mat Miller (Suz).
125 PRO: 1. Dave LaPierre (Suz); 2. Duane Morris (Yam); 3. Kevin Logsdon (Yam).
125 B: 1. Chad Jeffery (Yam); 2. Steve Peters (Yam); 3. Kyle Fast (Yam).
125 C DIV 1: 1. Tom Carlon (Suz); 2. Ronnie Marshall (Yam); 3. Bill Patterson (Kaw).
125 C DIV 2: 1. Ken Watt (Suz); 2. Jerry Kimball (Suz); 3. Stacy Grant (Yam).
OT: 1. Joe MacKenzie (Mai); 2. Don McIntire (Yam); 3. Ron Marshall (Yam).
OTHG: 1. Vaughn Gooch (Hus); 2. Sandy Beebe (Yam).
OPEN C: 1. Hank Mounter (Yam); 2. Randy Berghoff (Yam); 3. Ron Marshall (Yam).
OPEN B: 1. Jim Sasseen (Yam); 2. Jerry Rank (Yam); 3. Richard Thomasen (Hus).
OPEN PRO: 1. Andy Tudor (Mai); 2. Kevin Berry (Kaw).
250 C: 1. Ken Watt (Suz); 2. Kim Sannes (Yam); 3. David Camp (Kaw).
250 B: 1. Brad Leslie (Kaw); 2. Brian Bowers (Hon); 3. Kevin Bise (Hus).
250 PRO: 1. Andy Tudor (Mai); 2. Duane Marker (Yam); 3. Leon MacDonald (Yam).
MINI JR: 1. Robert Butler (Yam); 2. Craig Trout (Yam).
MINI A: 1. Brad Halka (Yam); 2. Kelly Butler (Kaw).
MINI B: 1. Terry Swanson (Yam); 2. Don LaPierre (Hon).
MINI C: 1. Robbie Roberts (Yam); 2. Donny Page (Yam); 3. Matt Wilcox (Yam).

M & D Productions hosts Lodi ST

By Ann Carr

LODI, CA, MAR. 29

Mike Macedo and Dennis Hill, long time motorcycle race supporters and workers in the San Joaquin area, hosted their first ever short track event (and hopefully not their last) at Lodi's Cycle Bowl today under threatening skies. The food was excellent (steak sandwiches at a bike race?) and the track raceable after a reasonable delay to dry out a track hampered by clouds Sunday morning instead of sun.

Stockton's Aaron Hill was the only racer to register double victories as he led wire to wire in the 500cc Junior main after battling with Steve Mitchell and Chris Carr for the 250cc win. Track position aided Aaron most as he held inside of Steve — who led until lap eight — and fought off a wild pass attempt by Chris on the outside.

Other Junior wins featured Fremont's Ted Taylor who easily outdistanced Ricky Gonzales in the 80cc class while Robbie Dunham held off the 125cc crew.

Experts David Boyles, Alex Jorgensen, and Winkie Freitas also continued their winning ways. David worked through the pack to nail Dwayne Mc Caslin (good to see you back, Dwayne!) and Mike Hayward in the 500cc go while Alex turned low 17-second times on a narrow, occasionally bumpy course for the 250cc first over Mark Key. Winkie won a hotly contested 80cc Expert run over Mike Macedo in a photo finish with Winkie getting the nod from all three checkers.

Former Mini riders have literally taken over the 250cc classes as Shawn Reyna, Eric Green and Todd Beecher raced in close tandem and finished in that order in the Novice main. Lodi's Jeff Bingham nailed the main event start over Shad Johnson to grab the 80cc portion while Jeff Martins inherited the crash strewn 360cc go and John Lamont aced the 500cc Beginners.

Short track racing continues at Lodi beginning Saturday nights in May.

Results

PEE WEE: 1. Matt Wait (Suz).
100 EX: 1. Kelly Fischer (Yam).
80 NOV: 1. Jeff Bingham (Suz); 2. Shad Johnson (Hon).
80 JR: 1. Ted Taylor (Yam); 2. Ricky Gonzales (Kaw).
80 EX: 1. Winkie Freitas (Kaw); 2. Mike Macedo (Yam); 3. Scott Casey (Suz).
125 NOV/JR: 1. Robbie Dunham (Yam); 2. Rick Frisk (Hon).
250 NOV: 1. Shawn Reyna (Yam); 2. Eric Green (Yam); 3. Todd Beecher (Yam).
250 JR: 1. Aaron Hill (Hon); 2. Chris Carr (C-A); 3. Steve Mitchell (C-A).
250 EX: 1. Alex Jorgensen (C-A); 2. Mark Key (Yam); 3. Bill Arbogast (C-A).
360 NOV: 1. Jeff Martins (Mai); 2. Randy Holycross (Yam).
500 NOV: 1. John Lamont (Hon); 2. Dennis Mesler (Yam).
500 JR: 1. Aaron Hill (Hon); 2. Doug Mignano (Hon); 3. Roy Fisher (Yam).
500 EX: 1. David Boyles (Yam); 2. Dwayne McCaslin (Hon); 3. Mike Hayward (Yam).

Coup de grace by Coupé in Carson City MX

By Shrink

CARSON CITY, NV, MAR. 22

Mostly sunny weather with scenic views of the snow capped Sierras and the Psych Unit of Northern Nevada Correctional Center helped draw approximately 200 riders to Prison Hill for the second Over The Hill Gang-sponsored District 36 motocross. The track, which is on BLM land, has not been used in several years and was challenging and well groomed for the Nevada desert. Great trophies were built by Shirt Jazz of Reno, and Sierra Search and Rescue provided aid to the eaties.

Dave Coupe, a Maico support rider from Yuba City, CA, proved that he is not a two-door automobile by dealing the death blow (four firsts) to the rest of the Open and 250cc Experts. He turned fast two-and-a-half-minute laps on his Deutschland dreadnoughts.

In the big-bore moto one, it looked like Allen Berluti, District 36 Blue Plate number one, would do it, but gremlins did in his engine. It's good to see Conrad Stitser back in action after becoming unpregnant with a little girl. Congratulations! Also, heresy was committed by the legendary Darrol Brown by riding a 450 Honda ring-a-ding — maybe The Honda Shop in Yerington can stuff a 500cc thumper in that sucker (by the way, look for their May 24 hare and hound). Jeff Cloutier also said to warn everyone that he is getting his green weenie dialed in, so look out.

In the one-and-a-quarter Expert races, Robbie Hadlock on his yellow screamer blitzed the pack pushing lap times within five seconds of Coupe. Mark Levrett took the Junior class victory with recently bumped Morningstar second.

The Open Junior clash was won by Tim Dyer who hasn't broken a Yamaha frame yet followed by Kevin Brown on his Honda fire-fighter. Steve Mason rode his Maico to the race and back, shades of the old days. In the Novice races, Mark Obester took the checkers with Rod Brock and Art Scott (Junior next week) the place and show honors.

The one-foot-in-the-grave guys began as usual with Redgie Mull digging his trench for the holeshot. It worked since he won both Veteran Expert motos with Tim Greene again in hot pursuit. John Burrows had his Husky on the pipe and was looking a lot better than he has in the last several races. Wylie Wilson took his Suzi to the Veteran Junior honors with Jim Thrasher taking second on his new canned ham snowmobile. Ron Rippi, usually in the running, was spectating with a funny looking foot; B-ball can be dangerous. Dana Braham took first place in both the Veteran Novice and OTHG Novice races.

In the Old Coot battles, Jerome White finally got beaten by a recent ancient, one Ray Marshall. Jack Dossey, the local Carson City Center boss, won the Old Timer Junior clash and John Robinson the Novice race. Gator Cloutier was in the pits saving himself and warming a can of brain cell destroyers. It did my creaky body good to see about 35 other old duffs huffing and puffing around the course with oxygen bottles close at hand.

The Sierra chapter of Over The Hill Gang again put on a fine race. Look for their May 3 European Scrambles at the same location and the Old Timers/ Over The Hill Gang National on Labor Day weekend Sept. 5 and 6.

Results

OPEN EX: 1. D. Coupe (Mai); 2. A. McElroy (KTM); 3. T. Berluti (Yam).
250 EX: 1. D. Coupe (Mai).
125 EX: 1. R. Hadlock (Yam); 2. A. Berluti (Hon); 3. R. DelCarlo (Yam).
OPEN JR: 1. T. Dyer (Yam); 2. K. Brown (Yam); 3. B. Wilson (Suz).
250 JR: 1. C. Beck (Yam).
125 JR: 1. M. Levrett (Yam); 2. J. Morningstar (Yam).
OPEN NOV: 1. M. Obester (Yam); 2. R. Brock (Mai); 3. A. Scott (Mai).
250 NOV: 1. J. Moore (Yam); 2. M. Kennedy (Yam); 3. B. Hibdon (KTM(.
125 NOV DIV 1: 1. M. Obester (Yam); 2. D. Erquiaga (Hon); 3. T. Cooper (Suz).
125 NOV DIV 2: 1. C. Outland (Kaw); 2. W. Coates; 3. R. Liebher.
VET EX: 1. R. Mull (Mai); 2. T. Greene (Mai).
VET JR: 1. W. Wilson (Suz); 2. J. Thrasher (C-A).
VET NOV: 1. D. Braham (Hus).
OT EX: 1. R. Marshall (Mai); 2. J. White (Hus).
OT JR: 1. J. Dossey (Yam).
OT NOV: 1. J. Robinson.
OTHG EX: 1. Rancid Redgie (Mai).
OTHG AM: 1. Jew Jerome (Hus).
OTHG INT: 1. Belligerent Bill (Yam).
OTHG NOV: 1. Ding-Dong Dana (Hus).
80 EX: 1. R. Kay (Yam).
80 JR: 1. B. Flory (Hon).
50/60/80 NOV: 1. B. Pearson (Yam); 2. M. Hawk (Yam); 3. S. Sliter (Kaw).

Anderson does it again at Woodland

By Jan Newman

WOODLAND, WA, MAR. 21

At times this winter, it has seemed as if you could make a carbon copy to report the story of the 125 and 250cc Pro class winners at Woodland. Jim Anderson (Yam) has made quite a habit of winning both.

The first 125cc Pro race was led by Duane Morris (Yam), Robert Klemp (Hon) and Jack McGill (Yam). Anderson started at mid-pack but picked them off systematically to reach the front by the fourth lap. Morris held second the rest of the way while Rowdy Blasdell (Suz) worked up from the tail end to finish third.

When they bolted out of the gate in the second moto, there was Anderson leading the pack to the end. Klemp, Gary Harkleroad (Yam) and Mike Larson (Yam), in his first Pro race, came along for the next spots. Morris wasted no time in working on that trio. About the time Morris moved to second, Harkleroad dropped way to the back and Klemp got enough pressure to fade back to join him. Larson clung to third ahead of Doug Lange (kaw), also a first timer, who pulled out a third overall.

Anderson led the first 250cc moto then yielded to Morris for a few laps before coming back to the front when it counted. Curt Kerbaugh (Yam) dumped hard going through the whoops but after counting his arms, his legs and his blessings he resumed the race.

Steve Smith (Yam) really came alive in the second moto. He led the first third of the race then hung onto second after Anderson moved by him to tie with Morris and take second place money.

John Christian (Yam) led the first Open race but yielded first to Rowdy Blasdell (Hus) and then to Barney Newman (Yam) before bagging it for the day when a previous injury looked like trouble for him. Blasdell came back to lead all the way in the second round.

Visitors from the north swelled the Old Timer ranks and took home the top brass. Bill McCandless (Mai) and Bob White (Mai) each took a win and a second. White won the one that counted most. Glenn Barnett (Hon) was the top local rider in third. •

Results

PEE WEE: 1. Jeff Daily (Yam); 2. Mike Irwin (Suz).
MINI JR: 1. Glenn Hunter (Suz); 2. Jeff Daily (Yam); 3. Dawn Piazza (Yam).
MINI INT: 1. Monte Hill (Suz); 2. Shane Cameron (Kaw); 3. Nicky Blasdell (Hon).
MINI EX: 1. Brad Halka (Yam); 2. Larry Ward (Kaw); 3. Jamie Munson (Yam).
100 JR: 11. Mike Williams (Yam); 2. Travis Bennett (Yam); 3. Mike Hess (Suz).
100 INT: 1. Rick Celorie (Yam); 2. Robby Hulet (Yam); 3. Bill Hrabik (Yam).
125 JR: 1. John Woodley (Hon); 2. John Unger (Yam); 3. Scott Williams (Yam).
125 INT: 1. Brian Mode (Yam); 2. Bob Cameron (Yam); 3. Brad Halka (Yam).
125 PRO: 1. Jim Anderson (Yam); 2. Duane Morris (Yam); 3. Doug Lange (Kaw).
250 JR: 1. Brian Bowers (Yam); 2. Doug Percey (Hus); 3. Kris Ovall (Hon).
250 INT: 1. Dave Eakin (Hon); 2. Jerry Wilson (Hon); 3. Greg Slyter (Yam).
250 PRO: 1. Jim Anderson (Yam); 2. Steve Smith (Yam); 3. Duane Morris (Yam).
OPEN JR: 1. Dana Schole (Hon); 2. Tom Ekerson (Yam); 3. Tim Welsh (Yam).
OPEN INT: 1. Rick Wylder (Kaw); 2. Gordy Ochs (Hon); 3. Howard Howe (Suz).
OPEN PRO: 1. Rowdy Blasdell (Hus); 2. Barney Newman (Yam).
30 TO 40 JR: 1. Denny Robbins (Suz); 2. Gary Backstrom (Yam); 3. George Dennis (Kaw).
30 TO 40 SR: 1. Gordy Ochs (Hon); 2. Everett Waltmire (Mai).
OT: 1. Bob White (Mai); 2. Bill McCandless (Mai); 3. Glenn Barnett (Hon).

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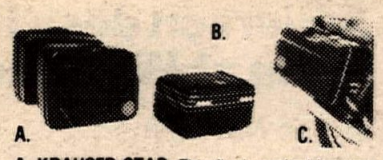

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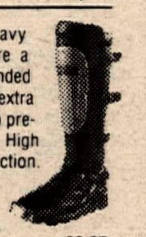

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Central Pipeline

Kocinski clobbers Ross Downs ST opener

By Michael S. Lussem

COLLEYVILLE, TX, APR. 4

The inaugural event of the short track motorcycle season in north Texas saw 90 riders compete at Ross Downs Speedway with John Kocinski grabbing three wins and a second. New promoter Bob Bagwell was well pleased as short trackers from Arkansas, Louisiana, Oklahoma and Texas signed in to race on one of America's finer quarter-mile ovals.

Fans from north Texas may have been chilled by the cool temperatures, but they were warmed by the enthusiasm of the racers as they watched racing in all classes, from 6-year-olds on Micro Minis to seasoned veterans on factory sponsored machinery.

The 80cc class saw the beginning of the evening's domination by John Kocinski of North Little Rock, AR. Kocinski took wins in the 80s, 100s and 125s and a second in the 250cc Sportsman class.

The 250cc Sportsman class was an outstanding contest as the original field of more than 20 riders had to be pared down to 10 for the finals. Duane DuVall on his Corkey's Cycles Yamaha had all he could do to stave off attacks by John Kocinski and Tubby Dotson on his Dallas Yamaha 250. It took DuVall until lap three before he had a little breathing space, but pressure was continually being placed on the youngster by Kocinski, Dotson and the rest of the field.

The 250cc Expert class saw Bill Herndon of Euless, TX, fresh from recent victories in Florida, return to his home track. Herndon, on his factory Honda, was well received by his enthusiastic home town fans but was afforded no cheers from his competition. More than 20 Experts took the line in the heat races, each determined to make it to the main and beat the 17-year-old Herndon. But the main event saw only 10 riders advance and it quickly became apparent that only one rider would give the north Texas ace a contest. That one rider, Sammy Sweet, a youngster himself, came out on a borrowed bike and nearly beat Herndon. Sweet, out of the Houston area, had had trouble with the bike he prepared this winter, but a good friend lent him his machine. Sweet's ability really showed as he and Herndon raced axle to axle the entire distance. At the checkered flag, Herndon had only a wheel's lead over Sweet for the victory.

The Open class brought out the big-bore machines as 11 riders took the line. Don Hamilton, on his Whitt-Marine Honda 500 from Houston, put on a real show as he scrapped with Brett Braddy out of Ada, OK and Rusty Patillo from Irving, TX. Hamilton broadslid the big thumper through the turns, much to the delight of the fans.

The last event of the evening was the Grand Finale which pitted the four top riders of the 100cc, 125cc, 250cc Sportsman, 250cc Expert and Opne classes against each other. Through a handicapping system which penalized the bigger bikes by placing them more than three-quarters of a lap behind the smaller bikes, a real contest developed. Sammy Sweet from the 250cc Expert ranks sped through the entire pack and emerged the winner.

Results

50 MICRO MINI: 1. Tim Kay (Suz); 2. Kris Wise (Itl); 3. Clayton Hull (Yam).
60: 1. Michael Hale (Yam); 2. Trace Polson (Yam); 3. Tobey Jordan (Yam).
80: 1. John Kocinski (Yam); 2. Shane Jolly (Yam); 3. Willy McCoy (Yam).
100: 1. John Kocinski (Yam); 2. Duane DuVall (Yam).
125: 1. John Kocinski (Yam); 2. Greg DuVall (Yam); 3. Shane Jolly (Yam).
250 SPORTSMAN: 1. Duane DuVall (Yam); 2. John Kocinski (Yam); 3. Tubby Dotson (Yam).
250 EX: 1. Bill Herndon (Hon); 2. Sammy Sweet (Yam); 3. Brett Braddy (Hon).
OPEN: 1. Don Hamilton (Hon); 2. Brett Braddy (Hon); 3. Rusty Patillo (Hon).
over 30: 1. Chuck Beusch (Bul); 2. Charles Burke (C-A); 3. James Henry (Yam).
GRAND FINALE: 1. Sammy Sweet (Yam); 2. Bill Herndon (Hon); 3. Duane DuVall (Yam).

Killion and Bersch best Arroyo MX

By Linda Matz

HARLINGEN, TX, MAR. 29

Floyd Robbins of Pharr, TX rode a very impressive second moto in the 125cc Expert class at Arroyo MX Park but was unable to beat Jamie Killion for the overall. Robbins blasted out of the gate for the holeshot and was able to hold off challenges by Killion and John Bersch, but he had to settle for second place money, with first overall going to Killion with his one and two finishes.

The 250/Open Expert overall winner John Bersch from Corpus Christi proved that getting the holeshot is not always a great advantage. The first three bikes were involved in a hairy crash when Rodney Danner tried to pass off the jump out of the sand pit and lost control taking Jimmy Sandvig and Larry Hughes out with him. Hughes was able to continue, but Danner and Sandvig were finished for the day.

John Bersch and Russell Rogers, also from Corpus Christi, managed to avoid the bikes and bodies, and the battle was on with Rogers. Rogers, aboard a 430 Husqvarna, was in the lead until just before the white flag when Bersch made his move and took over first. Rogers was unable to get the lead back and followed the Honda across for the checkered and second for the day.

The Over 30 Enduro class produced some of the most exciting racing of the day with Jake Warren of Corpus Christi and Darius Gramley of Harlingen wheel to wheel as usual. Gramley gained first overall breaking the tie by winning the second moto. Gramley and Warren are continuing their winning ways after finishing first and third at the Grand National Championships in the Houston Astrodome.

Joel Stone of Harlingen, still savoring his ninth-place 125cc Intermediate finish in the Astrodome, was brought back to reality, when Leslie Elsik of Kingsville made Stone eat his dust as he bagged back-to-back first place finishes.

Next races scheduled at Arroyo Motocross Park are on Easter Sunday, Apr. 19. BYOE (Bring Your Own Eggs). •

Results

MINI: 1. Boyd Rowland (Hon); 2. Baden Rowland (Yam); 3. Michael Craig (Yam).
SR MINI: 1. Blayne Rowland (Yam); 2. Mark Wyatt (Hon); 3. Xavier Zapata (Suz).
OVER 30 ENDURO: 1. Darius Gramley (Hon); 2. Jake Warren (Suz); 3. Hector Bautista (Hon).
100 NOV: 1. Darin Williams (Yam); 2. Jackie Horner (Hon); 3. Mark Wyatt (Suz).
125 NOV: 1. Randy Lambert (Yam); 2. Mike Gisell (Hon); 3. Tom Hamilton (Kaw).
250 NOV: 1. Billy Bruton (Hon); 2. Hector Bautista (Hon); 3. Albert Alaniz (Yam).
125 EX: 1. Jamie Killion (Yam); 2. Floyd Robbins (Yam); 3. John Bersch (Hon).
125 INT: 1. Leslie Elsik (Yam); 2. Joel Stone (Hon); 3. Darin Williams (Yam).
250 EX: 1. John Bersch (Hon); 2. Russell Rogers (Hus); 3. Larry Hughes (Hon).

Dirt track racer maze

To keep your brain going horizontally, vertically and diagonally, in both forward and reverse modes, we hereby present the fourth in a series of find-the-name puzzles created by Gordon L. Banks. The names of your favorite flat track racers, 41 in all, are all in there — somewhere. As usual, the answers run every which way. For those who couldn't find all the answers in last week's puzzle, the answers are on the bottom of the page, keying the location of the first letter of each word. We'll run the answers to this puzzle in next week's paper, along with another cerebral upheaval.

1. (Tom) Berry
2. (Ted) Boody
3. (Garth) Brow
4. (Terry) Brow
5. (Marty) Bushman
6. (Rob) Crabbe
7. (Ted) Davidson
8. (Tommy) Duma
9. (Steve) Eklund
10. (Mickey) Fay
11. (Mike) Gilkey
12. Randy Goss
13. (Ricky) Graham
14. (Jeff) Haney
15. (Bruce) Hanlon
16. (John) Hately
17. (Rick) Hocking
18. (Brad) Hurst
19. (Lance) Jones
20. (Ronnie) Jones
21. (Alex) Jorgensen
22. (Corky) Keener
23. (Tim) Mertens
24. (Jackie) Mitchell
25. (Steve) Morehead
26. (Scott) Parker
27. (Scot) Pearson
28. (Terry) Poovey
29. (Wayne) Rainey
30. (Mike) Rhoads
31. (Kenny) Roberts
32. (Charles) Roberts
33. (Gene) Romero
34. (Bubba) Rush
35. (Billy) Schaeffer
36. (Gary) Scott
37. (Bubba) Shobert
38. (Freddie) Spencer
39. (Rod) Spencer
40. (Jay) Springsteen
41. (Joe) Wilson

B	U	S	H	M	A	N	O	S	R	A	E	P	E	N
O	R	H	E	S	S	O	G	Y	D	N	A	R	E	E
O	R	O	N	R	T	S	I	R	E	C	N	E	P	S
D	E	C	W	E	R	D	L	S	C	O	T	T	O	N
Y	N	K	O	F	E	I	K	N	O	S	L	I	W	E
S	E	I	B	F	B	V	E	S	G	T	E	R	E	G
D	E	N	F	E	O	A	Y	N	O	R	T	N	R	R
A	K	G	A	A	R	D	I	E	S	E	A	B	O	O
O	L	D	H	H	U	R	S	T	V	B	R	H	P	J
H	U	U	A	C	P	E	Y	R	N	O	L	N	A	H
R	N	M	T	S	C	O	T	E	W	R	O	A	R	M
U	D	A	E	H	E	R	O	M	R	E	O	P	K	R
S	U	N	L	L	E	H	C	T	I	M	V	A	E	H
H	O	R	E	C	N	E	P	S	H	O	B	E	R	T
J	F	A	Y	E	N	I	A	R	C	R	A	B	B	E

● **Answers to last week's puzzle**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
A	E	G	A	U	G	N	I	R	A	E	B	E	O	H	S
B	D	R	U	M	T	B	A	T	T	E	R	Y	P	N	G
C	I	I	S	R	A	B	T	A	P	E	A	A	E	A	E
D	U	P	O	R	E	D	N	I	L	Y	C	L	A	M	P
E	G	E	A	R	E	P	N	U	T	A	A	H	I	E	R
F	U	L	E	R	I	T	I	A	M	O	B	R	A	C	E
G	L	I	G	H	T	H	E	L	T	R	L	U	O	I	D
H	P	C	R	O	R	R	I	M	A	S	E	B	L	E	N
I	I	E	I	D	A	O	I	K	O	C	S	U	L	B	E
J	S	N	L	O	C	T	E	M	S	D	T	H	A	O	F
K	T	S	A	M	K	T	A	C	H	I	E	A	D	L	I
L	O	E	N	E	R	L	I	N	E	S	M	E	E	T	L
M	N	M	G	T	A	E	T	E	K	C	O	R	P	S	T
N	S	A	I	E	S	O	H	C	T	U	L	C	A	S	E
O	B	O	S	R	E	H	S	A	W	I	R	E	D	I	R

1. Bag 0-1
2. Bars C-6
3. Battery B-6
4. Bearing A-11
5. Bolts I-14
6. Brace F-11
7. Brake F-11
8. Bulb F-11
9. Cable D-11
10. Caliper I-10
11. Cam D-11
12. Cap D-11
13. Carb D-11
14. Case N-12
15. Chain D-11
16. Clamp D-11
17. Clutch N-12
18. Coil J-5
19. Cylinder D-11
20. Disc J-10
21. Drum B-1
22. Fender J-15
23. Filter J-15
24. Guage A-5
25. Gear E-1
26. Grip A-2
27. Guide E-1
28. Hose N-7
29. Hub J-12
30. Lens D-12
31. License F-2
32. Light G-1
33. Lines L-6
34. Mirror H-8
35. Name B-14
36. Nut E-7
37. Odometer H-4
38. Pad M-13
39. Pedal M-13
40. Pegs D-15
41. Pin C-9
42. Piston H-1
43. Plug H-1
44. Rim O-4
45. Rack H-5
46. Rider O-15
47. Seal O-3
48. Seat M-14
49. Shoe A-15
50. Signal O-3
51. Speedometer N-14
52. Sprocket M-14
53. Stand H-10
54. Stem I-11
55. Tach K-6
56. Tank J-6
57. Tape C-7
58. Throttle F-6
59. Tire F-6
60. Trim G-5
61. Washers O-9
62. Wire O-9

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APRIL 26, 1981

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CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

5/3	San Jose, CA/M
5/9	Gardena, CA/H-M
5/30	Louisville, KY/H-M
5/31	Elkhart Lake, WI/RR
6/6	Harrington, DE/H-M
6/14	Indianapolis, IN/M
6/21	Loudon, NH/RR
6/26	Hinsdale, IL/TT
6/28	Maryville, TN/H-M
7/4	Topeka, KS/H-M
7/19	Monterey, CA/RR
7/25	DuQuoin, IL/M
8/7	Hinsdale, IL/ST
8/9	Peoria, IL/TT
8/16	Pocono, PA/RR
8/22	Tulsa, OK/H-M
8/29-30	Indianapolis, IN/M
9/13	Syracuse, NY/M
9/20	San Jose, CA/M
9/26	Gardena, CA/H-M

AMA Superbike Road Race Series

5/30	Elkhart Lake, WI
6/20	Loudon, NH
7/18	Monterey, CA
8/16	Pocono, PA
9/13*	(Pro-Am) Kent, WA
10/4*	(Pro-Am) Daytona Beach, FL

(* Tentative)

AMA National Championship MX Series

5/10	Atlanta, GA/125-250
5/17	Southwick, MA/250-500
5/24	Mt. Morris, PA/250-500
6/7	St. Petersburg, FL/250-500
6/14	Castle Rock, CO/250-500
6/28	Binghampton, NY/125-500
7/5	Buchanan, MI/125-500
8/2	Washougal, WA/125-500
8/16	Carlsbad, CA/125-500

AMA Supercross Series

4/25-26	Pontiac, MI
5/2	Kansas City, MO
7/11	Los Angeles, CA
11/14	San Diego, CA

1981 Trans-USA MX Series

9/20	Lexington, OH
9/27	Buchanan, MI
10/4	Atlanta, GA
10/11	New Berlin, NY
10/18	Sacramento, CA

AMA National Enduro Schedule

Eastern Region

8/23 100 mi. Nat'l
Greylock Riders M.C.
Pittsfield, MA
413/443-6369

Central Region

5/31 100 mi. Nat'l
Dusty Wheels M.C.
Shreveport, LA
318/929-2110

6/14 100 mi. Nat'l
White River Enduro Riders
Allendale, MI
616/895-7715

9/13 100 mi. Nat'l
IN/IL/KY Enduro Riders Assn.
Evansville, IN
812/867-2937

11/8 100 mi. Nat'l
Tulsa Enduro Riders Assn.
Tulsa, OK
918/258-2641

Western Region

10/25 125 mi. Nat'l
Mt. Baker M.C.
Bellingham, WA
206/733-1694

11/1 100 mi. Nat'l
Checkpoints M.C.
Whittier, CA
213/691-4186

AMA Two-Day Qualifier Series

4/25-26 Ridgecrest, CA
Sunland Shamrocks M.C.
Sunland, CA
213/243-1101

5/2-3 McMinnville, OR
Trask Mountain M.C.
McMinnville, OR
503/472-3828

5/9-10 Bellingham, WA
Mt. Baker M.C.
Bellingham, WA
206/676-8139

5/23-24 Maplesville, AL
Perry Mountain M.C.
Maplesville, AL
205/366-2682

6/6-7 Livingston, TN
Cross Country Ent.
Gallatin, TN
615/452-7096

National Drag Race Schedule NHRA/NMRA

4/25-26 NHRA Southern Natls. (Top Fuel only) Atlanta, GA

5/2-3 NMRA Southeastern Natls., Gainesville, FL

5/23-24 NMRA Spring Natls. Epping, NH

6/13-14 NHRA Spring Natls. (Pro Stk. only) Columbus, OH

6/27-28 NMRA Midwestern Natls., Cincinnati, OH

7/18-19 NHRA Summer Natls. (Pro Stk. & Sup. Elim.) Englishtown, NJ

8/8-9 NMRA Golden State Natls., Fremont, CA

8/22-23 NMRA Longhorn Natls. Ft. Worth, TX

9/5-7 NHRA U.S. Natls. (Top Fuel & Sup. Elim.) Indianapolis, IN

10/3-4 NMRA U.S. Natls. Atco, NJ

10/17-18 NHRA Winston World Finals (Top Fuel only) Orange, CA

Dragbike!

6/5-7	Cincinnati, OH
6/27-28	Rising Sun, MD
7/10-12	Baton Rouge, LA
8/1-2	Union Grove, WI
8/7-8	Belle Fousche, SD
9/5-6	Cicero, NY
9/19-20	Columbus, OH
10/24-25	Jackson, TN
11/28-29	Gainesville, FL

IDBA

4/18-19	Gulfport, MS
5/16-17	Darlington, SC
6/6-7	Louisville, KY
8/15-16	Cleveland, OH
9/12-13	Houston, TX
10/10-11	Gulfport, MS

AMA/Dragbike! Western Championship Series

5/2-3	Sacramento, CA
6/13-14	Fremont, CA
7/25-26	E. Irvine, CA
10/24-25	Las Vegas, NV
11/14-15	Tucson, AZ

SCORE Race Schedule

6/5-7 Baja Internacional
Ensenada, Baja California, Mexico

8/6-9 SCORE Off Road World Championship
Riverside Int'l. Raceway
Riverside, CA

9/25-27 SCORE Off Road Championship
Golden State Int'l. Raceway, Sonoma, CA

11/3-6 Baja 1000
Baja California, Mexico

AMA/ATA National Trials Series

6/14	New York
6/20-21	Pennsylvania
9/5	Washington
9/6-7	Oregon
10/3-4	Illinois

World Championship Road Race Series

4/26	Salzburgring, Austria
5/3	Hockenheim, Germany
5/10	Monza, Italy
5/17	Paul Ricard, France
5/24	Jarama, Spain
5/31	Rijeka, Yugoslavia
6/27	Assen, Holland
7/5	Spa, Belgium
7/12	Imola, Italy
8/2	Silverstone, England
8/9	Imatra, Finland
8/16	Anderstorp, Sweden
8/30	Brno, Czechoslovakia

World Championship Endurance Race Series

4/18-19	LeMans, France
6/14	Nurburgring, Germany
6/21	Zeeltweg, Austria
7/11-12	Barcelona, Spain
7/26	Suzuka, Japan
8/15-16	Spa, Belgium
9/6	Mugello, Italy
9/27	England

World Championship MX Series

125cc

4/26	West Germany
5/3	France
5/24	Yugoslavia
5/31	Poland
7/5	Switzerland
7/19	LEXINGTON, OH
8/2	Finland
8/9	Czechoslovakia
8/16	Spain

250cc

5/3	Austria
5/17	Italy
5/24	Czechoslovakia
5/31	Bulgaria
6/14	Switzerland
6/21	Hawkstone Park, England
7/5	West Germany
7/26	NEW BERLIN, NY
8/9	Russia
8/16	Holland

500cc

4/26	Switzerland
5/17	Finland
5/24	Sweden
5/31	Italy
6/14	France
6/21	CARLSBAD, CA
7/5	Farleigh Castle, England
7/19	Holland
7/26	Czechoslovakia
8/2	Belgium
8/9	Luxembourg

Sidecar

4/26	Belgium
5/10	Yugoslavia
5/17	West Germany
5/24	Holland
5/31	Sweden
7/19	Beenham Park, England
7/25	Whitehead, Ireland
8/2	Austria
8/9	France
8/23	Switzerland
8/30	Denmark

World Championship Trials Series

5/17	France
5/24	Italy
5/31	Austria
6/14	WATKINS GLEN, NY
9/6	Finland
9/13	Sweden
9/20	Czechoslovakia
9/27	West Germany

Other Major Events Abroad

5/28-30 FIM Rally
Vrnjacka Banja, Yugoslavia

6/6-12 Isle of Man TT
Isle of Man

6/21 Speedway Pairs World Final
Chorzow, Poland

7/12 Commonwealth Speedway Final
Bellevue, England

7/25 Intercontinental Speedway Final
Vojens, Denmark

7/25 Continental Speedway Final
Prague, Czechoslovakia

8/16 Speedway Team World Final
Olching, West Germany

8/22 Ulster Grand Prix
Ireland

8/23 Sidecar World Grass Track Final
Assen, Holland

9/5 Individual World Speedway Final
Wembley, England

9/6 Trophee des Nations (250cc)
Belgium

9/13 Motocross des Nations (500cc)
West Germany

9/13 Solo World Grass Track Final
Lussac, France

9/19-20 Bol d'Or Endurance Race
Paul Ricard, France

9/20 World Long Track Final
Gornja Radgona, Yugoslavia

9/27 Coupe des Nations (125cc) Italy
10/5-10 ISDE Isle of Elba, Italy

National Road Runs

7/4* Nat'l. Field Meet Championship San Antonio, TX
8/2 Western Timed Road Run Clackaman, MO
8/3-8 Black Hills Motorcycle Classic, Sturgis, SD
8/11-15 Vetter Rally Waverly, TN
9/5-7 AMA Nat'l. Championship Poker Run Defiance, OH
9/5-7 Three Flags Classic Tijuana, Mexico — Vancouver, Canada
9/30-10/3 Aspencade Motorcyclist Convention Ruidoso, NM
10/11 Eastern Timed Road Run Holden, LA
11/28 CYCLE NEWS B-to-V Poker Run Barstow, CA — Las Vegas, NV

(* Tentative)

EVERY WEEK

Tuesday

AMA SPEEDWAY
Ventura Raceway, Ventura County Fairgrounds, Ventura, CA. N on 101 to California St. Div. 1-3. Gates open 7 p.m., race 8. Entry $7 riders, $5 mechanics, watch $4.50. Raceway Promotions. Info 805/985-5433 (Jim Naylor).

Wednesday

CMC NIGHT MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to Junction 117, E 5½ mi. (end of Brown Field Airport). All classes + 3-wheelers & go karts. Merchandise awards & trophies every night, 150% Pro p.b. Coca-Cola stadium-type track. Sign up 4:30 p.m., prac. 6-7, race 7:30. Entry $12. Info 714/690-6414.

Thursday

CMC NIGHT MOTOCROSS
Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. All classes inc. complete div. of Vets & OT. Challenging 5/8-mi. course, clean pits, good lighting, permanent restrooms & snack bars, free parking & grandstands. 30% trophies + Pro p.b. CMC lic. req., avail. @ track. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4.50, jrs. $3.50, 8-12 $2. Info 714/557-3323.

R.A.C.E. MOTOCROSS
Orange County Int'l. Raceway, Irvine, CA. I-5 @ Sand Canyon Ave. or I-405 @ Irvine Center Dr. to Sand Canyon. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $7, non-memb. $9 (memb. not req.), Pros $15, watch $4, jrs. $3, under 12 $1. Info 714/552-5511 (Steve Crosby).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes, D-36 pts. & trophies only. Gates open 5 p.m., sign in 5:30, race 7. Entry $11, watch $4. D-36 rules enforced, no rider insur. Info 415/798-5695, 634-3328 (Tom Anderson).

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6 places to Am., Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. Info 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $11, Pros $17. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, WA. 5 mi. E of I-5 on Hwy. 503. All classes, 100% Pro p.b. Entry $8.50, Pros $12.50. Home of the Gresham Toyota Pro Series. For info: Action OZ, Rt. 3, Box 379E, Gresham, OR 97030. 503/665-6707.

TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26, Colleyville, TX. Btwn. Grapevine & Ft. Worth. Micro Mini-750s, trophies & $. Gates open 6 p.m., prac. 6:30, race 8:30. Entry $6, Pros $10. Info 214/357-5058 (Bob Bagwell).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs. free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

April 17

ALL INDOOR MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. Open 6-11 p.m. 1000s of new & used parts, accessories, bikes. Inter-shows. Info 714/831-5116.

OKLAHOMA INDOOR SHORT TRACK
Oklahoma State Fairgrounds, Oklahoma City, OK. N.W. 10th & Portland. ST & knobby tire classes, track will be graded btwn. ST & MX classes. Sign up 5-6:30 p.m., prac. 6-7, race 8. Entry $8, Ex. $15. Info 806/372-9053 (Randy Carthel).

April 18-19

D-27 INDOOR SHORT TRACK
S.W. Washington Fairgrounds, Centralia, WA. Mini-500 & Semi-pro, series trophies to Sptsmn., series $ to Pros. Sat. sign up 6 p.m., race 7:30; Sun. sign up 10 a.m., race noon. Class C tires only. Also go-kart & BMX. Complete camping facilities. Miracle Mile Promotions. Info 206/736-8423, 0113.

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

ARGYLL MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All day Sat. & Sun. a.m. for Mini/Vet/OT/PP/Nov., Sun. p.m. for Jr./Ex./Semi-pro. Lamb BBQ Sat. night. Info 916/678-3592 (Buel Campbell).

STEVE STACKABLE'S MOTOCROSS SCHOOL
Conroe, TX. Contace Pop or Steve for details, private instruction avail. Race Sun. Steve Stackable's MX Schools, 1106 S. 8th St., Austin, TX 78704. 512/443-2717, 441-5336.

April 18

AMA PRO SHORT TRACK
Bolado Park, Hollister, CA. Green Diamond Pro series, $2000 purse. Pit gate open 4 p.m., prac. 6. Entry $9, watch $6, 7-12 $3, under 7 $1. Info 408/463-0548 (Lionel Nunes), 415/435-3805 (Dan Hunt).

D-37 NATIONAL CHAMPIONSHIP HARE SCRAMBLES
Anderson Dry Lake, CA. Limed from Y Cafe in Lucerne Valley. Three 35-mi. loops, Trail Nov. & Beg. go 2 loops. CRC & pie plates welcome. Super finisher pins, kids' race Sat. afternoon, special shop team trophy, ATC races. Rescue 3. Start 9 a.m. Huntington Beach M.C. Info 714/968-8856, 244-1696.

LAS VEGAS 400
Las Vegas, NV. Six 60-mi. loops, timed event, lots of new course w/variety of terrain, easy pre-run (open 4/11) & pit. Sptsmn. & Pro classes; $10,000 guaranteed for Pro winners; contingencies/finisher pins/trophies to Sptsmn. Entry $300 + insur. for Pros, $100 Sptsmn. Info: Sportsman Cycle, 3475 Boulder Hwy., Las Vegas, NV 89121. 702/457-0343.

D-36 STADIUM MOTOCROSS
Altamount Motor Speedway, Tracy, CA. On Midway Rd., take Grant Line Rd. Byron exit off I-580 btwn. Tracy & Livermore. All classes inc. Vet/OT & PP. Grandstand seating, good concessions. Gates open 2:30 p.m., prac. 4, race 5:30. Entry $10, Ex. $15 + $3 gate (100% p.b.). Info 209/835-1140 (Duke Southard).

D-37/SADDLEBACK SATURDAY MOTOCROSS
Saddleback Park, Orange, CA. All classes + V. & Women. D-37 & Pro Pro pts., 33% trophies, 30-min. Pro motos, 30-min. Sptsmn. motos. Gates open 7:30 a.m., prac. 8, race 9. Entry $11, Pros $17. Info 714/496-8779 (Dennis Rosenberg).

OKLAHOMA INDOOR MOTOCROSS
Oklahoma State Fairgrounds, Oklahoma City, OK. N.W. 10th & Portland. All classes + 125 & 250cc Beg. 6 trophies/class, 6 ft. Team trophy, 6 riders make a class. Early prac. noon-2 p.m., sign up noon-6, prac. 4-5:30, race 6. Entry $12, Ex. $20. Info 806/372-9053 (Randy Carthel).

SPANAWAY SPRING SERIES SATURDAY MOTOCROSS
Spanaway, Motocross, Spanaway, WA. 152nd & 22nd Ave. South. All classes, 100% Pee Wee trophies, 50% reg. trophies, 100% Pro p.b. AMA-sanc., revised sand track w/Petty gate & concrete slab, bike wash. Gates open 8 a.m., prac. 9, race 10. Entry $8.50, Pros $13.50, watch $4, under 12 $1. Info 206/848-6335 (Bob Smith).

April 19

AMA SEMI-PRO SHORT TRACK
Bolado Park, Hollister, CA. Pro-Am Challenge, $1000 Semi-pro p.b. All classes inc. Minis, Semi-pro. Am. & Pros ride 250 & 500cc classes, Semi-pro events run separately. Pit gate only open 2 p.m., spectator gate open 4, Pro-Am Challenge (Semi-pro) 4:30. Entry $10/bike Semi-pro, $9/bike Am., watch $4, 7-12 $2, under 7 $1. Am. prac. 7, race 8. Info 408/463-0548 (Lionel Nunes), 415/435-3805 (Dan Hunt).

AMA SPEEDWAY
Inland Motorcycle Speedway, Nat'l. Orange Show Frgrd., San Bernardino, CA. SB Fwy. to 15E to Orange Show Rd. exit. Div. 1-3. Gates open 12:30 p.m., race 2. Entry $7 rider, $5 mech. Watch $4.50, 6-12 $1. Info 213/446-0969, 2241 (K. Rutherford).

MABTON MOTOCROSS
Mabton Dunes MX Track, Mabton, WA. 2 mi. W of town on Hwy. 12. Pee wee-OT, 30% trophies, 100% Pro p.b. Rough sandy track, no rocks. Gates open 7 a.m., prac. 9-10, race 10:30. Entry $9, Pros $15, watch $2, 12 & under $1. Info 209/837-4438 (day), 8203 (eve., Pat Jaquish).

CHAMPIONSHIP RACING CLUB PRESENTS

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60cc	☐	125cc C Novice	☐
85cc 11 yrs. & under	☐	250cc A Expert	☐
85cc 12 yrs. & up	☐	250vv B Intermediate	☐
100cc A Expert	☐	250cc C Novice	☐
100cc B Intermediate	☐	500cc A Expert	☐
100cc C Novice	☐	500cc B Intermediate	☐
		500cc C Novice	☐

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WHEN AND WHERE

APRIL	19 INDIAN DUNES	MX
	26 EDWARDS AIR FORCE BASE	MX
MAY	3 (NOT A SERIES RACE) INDIAN DUNES	MX
	10 SADDLEBACK PARK	MX
	17 CARLSBAD	MX
	24 ARROYO	MX
	31 INDIAN DUNES	GP

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GREEN DIAMOND SERIES
Practice 6 PM
Race 8 PM
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AMA SHORT TRACK
(Bolado Park Hollister, CA)

Semi-Pro
$1,000
Sun. April 19
Semi-Pro Program
Practice — 3 PM
Race — 4:30 PM
Minis & Sportsman
Practice — 7 PM
Race 8:30 PM

NEXT EVENT
HILLSFERRY SPEEDWAY
Sat., May 16 & Sun., May 17
Modesto, CA
Same as above

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
FRI. NIGHTS START MAY 1st
Apr. 26 May 1-10-15
INDIAN DUNES
Apr. 19 May 3-17
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Honda CR 125/250 '78-'80	12.0"
Kawasaki KX 80 '81	9.4"
Kawasaki KX 125 '81	12.0"
Marzocchi 35mm	10.6"
Marzocchi 38mm	12.0"
Suzuki RM 100 '81	10.0"
Yamaha IT 175 '81	10.9"
Yamaha IT 250/465 '81 with main springs	12.25"
Yamaha YZ 60 '81	7.25"
Yamaha YZ 80 '81	9.6"
Yamaha YZ 125 '81 with main springs	12.25"

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Orange Show grounds San Bernardino
(213) 446-0969

Mr. Pibb
SUPERBOWL OF MOTOCROSS
FEB. 28, 1981
Atlanta, GA
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Stadium Motorsports Corporation
P.O. Box 1523 Laguna Beach, CA 92651

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- FREE PARKING
- NEW GRANDSTANDS
- PERMANENT REST ROOMS
- PROFESSIONAL LIGHTING

— GATES OPEN 5:00 p.m.
— PRACTICE 6:00 p.m.
— SIGNUPS 5:30 — 7:00 p.m.
— 1ST RACE 7:30 p.m.

5305 Excelsior Road, Sacramento, CA 95826
(916) 363-2653

RIDE AWARE
MOTORCYCLE INDUSTRY COUNCIL, INC.

Speedway/Swapmeet
April 17th
Costa Mesa

SRA Schedule
MAY 3 SUNRISE VALLEY G.P.
MAY 17 HILLTOPPERS M.C.G.P. (ROSARITO BEACH)
MAY 31 CARLSBAD G.P.
714-828-1359

McCHESNEY MEMORIAL MOTOCROSS
Missoula, MT. Track located ½ mi. E of airport on Hwy. 10 W. All classes, special trophies & jackets to winners of Super Mini & 250cc Ex., MSMRA pts. race. In memory of Dan & Bob McChesney. Prac. 8 a.m., race 9:15. Entry $7, Ex. $12, gate $2. Info 406/273-0177 (Gary Little).

COYOTE GP
Mason County Fairgrounds, Shelton, WA. Under 201/over 200cc in both Brush & MX classes, Minis (85cc max.), ea. race 60 min. + 2 laps except Minis (30 min.). 25% trophies + merchandise award to class winners. 3 # plates please. 1st race 9 a.m. Entry $20 (inc. 2 spectator passes, 2 pit passes, 1 T-shirt), pre-entry closes 4/6. Coyote Racing Ent., S.E. 351 Dawnview Dr., Shelton, WA 98584. 206/426-8090 (Doug Richards).

CRC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd. E. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

ARRA ROAD RACE
Willow Springs Raceway, Rosamond, CA. N on Hwy. 14 to Rosamond exit, left 5 mi. to track. Prod./BS/Prod./SS/GP/Sidecar classes, special Easter trophies, licensing avail. @ track. Gate opens 7 a.m., prac. 8:30, race noon. Entry $30 1st, $15 ea. add'l. Info 805/966-5700 (Earl Smith).

D-27 MOTOCROSS
Washougal, WA. Take Hwy. 14 to town, follow signs to track. A/B/Prog. Pro classes, 33% trophies, 100% Pro p.b. Opening day @ track, races every 3rd Sun. Gates open 7 a.m., prac. 8:30, race 10. Entry $9, Pros $14, watch $2-4. Northwest MX Ent./Action Oz. Info 503/620-5301, 643-4022.

CMC MOTOCROSS
Baylands Raceway Park (Fremont Raceway), Fremont, CA. Hwy. 17 @ Durham Rd. All classes, 30% trophies, 100% Pro p.b. New track, improved concessions. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $13, Pros $15, watch $4, 6-12 $1. Baylands Raceway Park, Inc. Info 415/651-2545.

MRA MEDFORD MOTOCROSS
Medford MX Park, Kirtland Rd., White City, OR. Mini-OT, 150% Pro p.b. (no lic. req.), good concessions w/friendly service. Gates open 8 a.m., prac. 9, race 10. Entry $6, Pros $10, watch $3. Info 503/779-6099.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, 30% trophies, p.b. to Pros. Post entry $10, Pros $13. Gates open 6:30 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. [illegible] mail/$10 post. [illegible] $15 post. Mail e[illegible], PO Box 1402, Costa [illegible], CA 92626. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia [illegible] I-5 to H-126. All class[illegible] 2 long motos & cash [illegible] Pros, 2 motos & brass [illegible] Sptsmn. Entry $10, Pros $[illegible]. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4793.

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Park open Tues.-Sun. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5840, 7979.

TEX-AMA MOTOCROSS SERIES
Conroe MX Park, Conroe, TX. $1200 Ex. purse, trophies 1-8. Prac. 8 a.m., race 9. Entry $5. Info 713/367-4465 (Billy Click).

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

April 24-26

AMA TWO-DAY QUALIFIER
Red Mtn., Johannesburg, CA. Limed from Hwy. 395 @ Red Mtn., 14 @ Redrock Randsberg Rd. 125/175/250/Open classes for A/B/C/Intent riders. MX test ea. day, no on-course special test. Entry $40. Sunland Shamrock M.C., PO Box 515, Sunland, CA 91040. 213/243-1101, 353-4490 (Dick Chase, eve.).

April 24

IDAHO SPORTSMAN TT
Boise, ID. Micro Mini-Open, 30% trophies, 90% p.b. Knobbies OK; silencers, proof of class req. 6 riders make a class. Gates open noon, sign up & tech noon-3:30, prac. 3:30-5, race 5:30. Entry $7 mail, $10 post for Beg., add $5 insur.; $15 mail, $20 post for money, add $5 for insur. Watch $5, 6-12 $1. O/N camping for racers avail. Owyhee M.C. Info 208/336-1096, 375-5956.

SAND HILL RANCH MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 1-hr. race. Gates open 5 p.m., 0-200 class sign in 5:30-6:30, race 6:45; 250s sign in 6:30-7:30, race 8; Open sign in 7:30-8:30, race 9:15. Entry $12, watch $4. Info 415/798-5695, 634-3328 (Tom Anderson).

AMA HALF-MILE
Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. $1500 purse, full Nov./Jr./Ex. program. Pit gate opens 5 p.m., prac. 6, race 8. Adults $5.50, jrs. $3.50, 9-12 $1.50. Free m/c parking. Info 213/321-5323, 323-5055.

April 25-26

STEVE STACKABLE'S MOTOCROSS SCHOOL
Marshall Creek, TX. Contact Pop or Steve for more details, private instruction avail. Steve Stackable's Motocross Schools, 1106 South 8th St., Austin, TX 78704. 512/443-2717, 441-5336.

CRRC ROAD RACE
Texas World Speedway, College Station, TX. S of town on Hwy. 6. AMA sanc., Prod./Mod./GP classes. 4-hr. endurance race Sat., sprints on Sun. Prac. both days 9 a.m., race noon. Info 817/387-4551 (Dan Grigsby).

OTHG NATIONALS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore exit. OTHG & OT both days, support classes Sat. only. Free camping. Entry $25, Support $12. Info 213/360-3901, 805/527-8944.

April 25

SPANAWAY SPRING SERIES SATURDAY MOTOCROSS
Spanaway, Motocross, Spanaway, WA. 152nd & 22nd Ave. South. All classes, 100% Pee Wee trophies, 50% reg. trophies, 100% Pro p.b. AMA-sanc., revised sand track w/ Petty gate & concrete slab, bike wash. Gates open 8 a.m., prac. 9, race 10. Entry $8.50, Pros $13.50, watch $4, under 12 $1. Info 206/848-6335 (Bob Smith).

April 26

D-38 HARE SCRAMBLES
Yuha Basin, CA. Off Hwy. 98. All classes, Minis race on separate course. 80 mi., BLM approved, 20% trophies, Los Exploradoes, finisher pins, free beer to finishers. Sign up 7-9:30 a.m., riders mtg. 9:30, race 10 (PDST). Entry $12, Minis $5. No memb. req. Pre-running encouraged. Info 714/427-5759 (Fud's 24-hr. answer device).

D-28 MOTOCROSS
Mulkey ORV Park, Mulkey, OR. Summer Series opener, BMX races Sat. night @ 6. Entry $9, Prog. Pros $14 (100% p.b.), watch $4, 7-11 $2. Info 503/472-2475.

ZAP/CMC TWO TRACK MOTOCROSS
Sand Hill Ranch, Brentwood, CA. 15 mi. N off Hwy. 580 on Vasco Rd. All classes + Mini, Vets & OT. 2 tracks to be used to cut program time. Gates open 6:30 a.m., prac. 8, race 9. Entry $13 (30% trophies), Pros $15 + $3 gate (100% p.b.) Ride 2 classes for $20 if you pre-enter by mail. ZAP Supersports, PO Box 1216, Pacifica, CA 94044. 415/794-4634.

ZAP/NMA GRAND NAT'L. CHAMPIONSHIP QUALIFIER
Sand Hill Ranch, Brentwood, CA. 15 mi. N off Hwy. 580 on Vasco Rd. All minicycle classes inc. Pee Wees in Stk. & Mod. div. + 100/125/250cc classes, Beg.-Ex. in all div. Drawing for '82 Yamaha YZ80 @ series end. Entry $13 (30% trophies), ride 2 classes for $20 if you pre-enter by mail. 2 tracks used to cut program time. ZAP Supersports, PO Box 1216, Pacifica, CA 94044. 415/794-4634.

D-36 MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 to Sunrise, S to White Rock, left to stop sign, left to track. All District classes, bonus trophies to Sptsmn. 100% Semi-pro p.b. Hangtown track, camping, Parts-in-the-Pits. Strict D-36 rules; no dogs, bicycles, or pit riding. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $13, Semi-pro $15 + $4, watch $4. Boss MX. Info 209/952-3528, 415/829-5330 (Fred Dion).

CYCLELAND SPEEDWAY MARATHON
Cycleland Speedway, Chico, CA. 14 mi. S of town, US 99E & Gage-Shippee Rd. All classes + OT/PP/Ody./3-wheelers. 1 or 2 bike/riders, 20% trophies, dbl. trophies for teams (2 men). No pit riding or prac. Sign up 7-8:15 a.m. for 1st race, 1st race 8:30-10. Entry $10, watch $3, under 6 $1. Moural Associates. Info 916/342-0063 (Elizabeth Moural).

D-36 GP
Winnemucca, NV. Limed, 5 mi. N of town on Hwy. 95. 125/250/Open, Vets/OT, Dinosaur (bikes over 10 yrs. old). Lots of contingencies, finisher pins, T-shirts. Entry $25 mail, $30 post. Flying W's M.C., PO Box 1239, Winnemucca, NV 89445. Info 702/623-3588 (Bill Hornbarger), 3577 (Bob Cavakis).

OMRRA ROAD RACE
Portland Int'l. Raceway, Portland, OR. Delta Park exit off I-5 N. Prod./Cafe/GP classes, trophies to Prod. & Cafe, 75% p.b. to GP. Most RR licenses accepted. Gates open 7 am., prac. 9, race 11. Entry $20 1st class, $12 2nd, Pro $25. Info 503/286-6016 (Ken Neill).

SCTA/ATA TRIALS
Upland, CA. I-10 E toward San Bernardino, off on Euclid, rt. on 19th St., left on Saphire, left @ Almond (dirt), rt. on asphalt rd., follow signs. All classes, 20% trophies. No motorhomes or camping. Sign up 9 a.m., trial 10. Info 714/842-5245, 847-8495.

D-37 ST & SPEEDWAY
Saddleback Park, Orange, CA. Chapman Ave. E from Newport (55) Fwy., S on Santiago Canyon Rd. Trophies for Nov./Am./Ex. Special classes: Beg., Srs., Hacks, Speedway. Gates open 7:30 a.m., prac. 9, sign up closes 9:30, race 10. Gate $6, entry $8, watch $3. Lightweights M.C. Info 213/495-4771.

CLARKS BRANCH MOTOCROSS
Clarks Branch MX, Roseburg, OR. Clarks Branch Rd., 6 mi. S of town off I-5 East. Midget-Open Pro, always 200% Pro p.b. Gates open 8 a.m., prac. 8:30-9:30, race 10. Entry $6, Pros $10, admission $3, 6-18 $2, under 6 free. Info 503/673-1671, 3205

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit, follow signs into riverbed. Mini-Open + Vets, 30% trophies, 100% p.b. Concessions, free O/N dry camping. Gates open all night, prac. 8:30 a.m., race 9:30. Entry $10, Pros $13. Info 805/937-6171 (Gene Dunne).

LAS VEGAS MOTOCROSS
Las Vegas Motocross Park, Las Vegas, NV. Abt. 20 mi. N of town, I-15 to Apex Rd. turnoff, rt. abt. 200 yds. to track. Pee Wee-OTH welcome, 33⅓% trophies, 50% Pro p.b. No concessions. Track open 8 a.m., prac. 9, race 10. No sign up after 9. Entry $12, Pros $15, watch $3, 6-11 $2. Las Vegas Mothers' Motocross Auxiliary. Info 702/361-6462, 6642, 382-0111.

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of Carefree Hwy. & 99th Ave. Beg.-Ex., 100% p.b. Gates open 8 a.m., prac. 9. Entry $10-$14. Info 602/992-7556 (Tom Timmons).

AMA SPEEDWAY
Inland Motorcycle Speedway, Nat'l. Orange Show Frgrd., San Bernardino, CA. SB Fwy. to 15E to Orange Show Rd. exit. Div. 1-3. Gates open 12:30 p.m., race 2. Entry $7 rider, $5 mech. Watch $4.50, 6-12 $1. Info 213/446-0969, 2241 (K. Rutherford).

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, p.b. to Pros. Post entry $10, Pros $13. Gates open 7 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. AME, PO Box 1421, Reseda, CA 91335, 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes [illegible] 7 a.m., sign [illegible], race 9. [illegible] $10 post, Pros $13 [illegible] $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

MAIL ENTRIES ONLY
SPECIAL EVENTS ONLY

CRC MOTOCROSS
Saddleback Park, Ora[illegible] All classes, 2 m[illegible] to Pros [illegible] Sptsmn. Er[illegible] $15. Gates open 7 a[illegible] prac. 8, race 9:30. Memb. req. Info 213/830-7519.

CANCELLED: YAMAHA/BUD[illegible]
SERIES @ EDWARDS AFB

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies, to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open Tues.-Sun. Info 714/653-8068, 5840, 7979.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

May 1

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $120, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

Road Runs

April 15

THREE FLAGS CLASSIC
Mexico-Canada rally on Labor Day weekend. Closing date for applications, participants chosen by random drawing. 3 Flags Classic, PO Box 668, Wilmington, CA 90748. 213/359-4485.

April 18-19

CAMA RALLY/SWAP MEET/POKER RUN
Antelope Valley City College, Lancaster, CA. Golden State Fwy. (5) to Antelope Valley Fwy. (14) to Ave. K exit, W 1½ mi. to college parking lot. Classic/antique/modern classic classes w/trophies for ea. class, swap meet for classic & antique cycle parts both days, poker run open to all & starts Sun. 10 a.m. from parking lot. Entry $15 for judging. Info 213/868-2032, 929-1656 (Kerry Brethorst).

April 19

KAWASAKI TRIPLES CANYON ROAD RUN
Rock Store, Los Angeles, CA. On Mulholland Dr., Kanan Rd. exit from Hwy. 101 to Mulholland. Meet to review upcoming event. Kawasaki Triples Club. Info 805/484-8322 (Fran Golden, after 7 p.m. weekdays, any time weekends).

April 26

BRITISH MOTORCYCLE ROAD RIDE
Rose Bowl parking lot, Pasadena, CA. Approx. 100 mi., 8:30 a.m. No entry fee, British m/c only! Trophy presentation & get together following ride. Semi-annual road ride, not a road race; ride accordingly. Info 714/996-8200.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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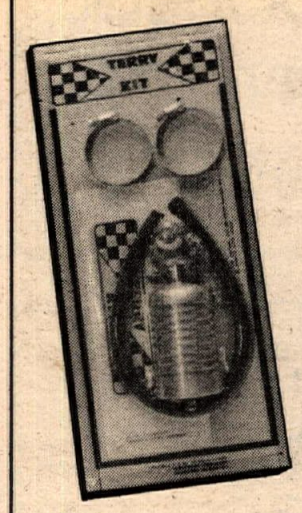

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CRC RACE SCHEDULE

APRIL 19 — MOTOCROSS
Indian Dunes — Yamaha/Budweiser Series

APRIL 26 — MOTOCROSS
Edwards A.F. Base — Yamaha/Budweiser Series

APRIL 26 — GRAND PRIX
Indian Dunes — Diamond Head

MAY 3 — MOTOCROSS
Indian Dunes

1st & 3rd Sundays MX Carlsbad

CRC Membership Required
213-830-7519

AMA DISTRICT 37

DESERT RACES
April 18 — Huntington Beach HS, Lucerne

MOTOCROSS
Apr. 19 — DeAnza, Sunnymead
Apr. 25 — Saturday Saddleback

SHORT TRACK
Apr. 26 — Lightweights, Saddleback

GRAN PRIX
May 2/3 — Anaheim [illegible] Postponed

See Calendar For Details Or Call
HOT LINE (805)254-0931

JOURNALISM OPPORTUNITY

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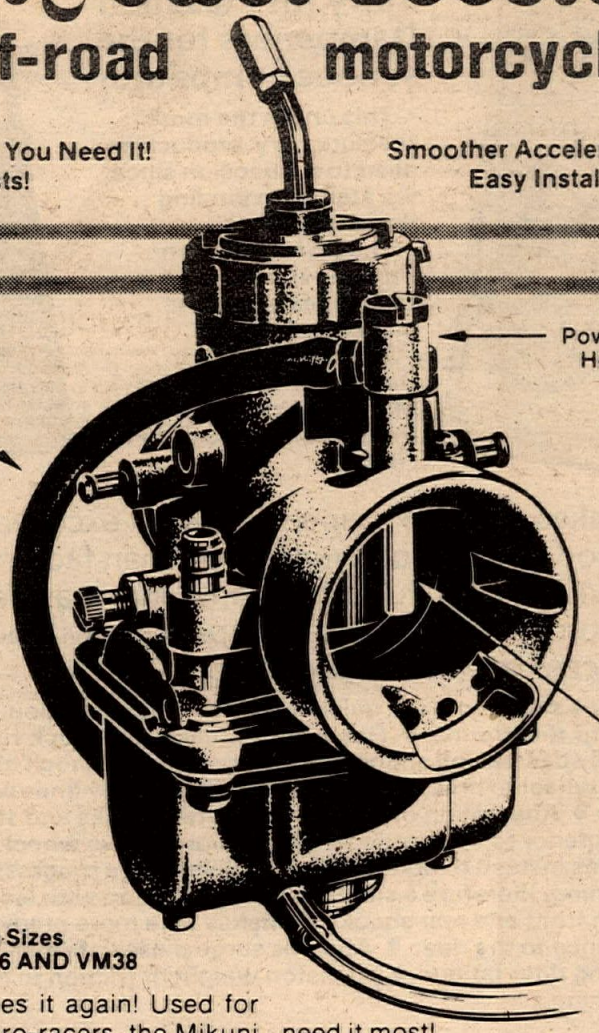

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RESULTS

Marathon Sand Hill Ranch Brentwood, CA Mar. 22, 1981 By Jeri Hopper

125	
Mike Tripp	Yam
Tony Knowles/Mike Walesch	Yam
Jon Nauman	Hon
Ryan Moore	Kaw
Mark Aiken/Patrick Burman	Suz
250	
Mike Loeffler	Hon
Joe McCrummen	Hon
Jeff Palmaymesa/ Henry Leslie	—
Russ Crackness	Hon
R.C. McBroom	—
OPEN	
Rory Rundle/Tim Hunter	Hus
Eddie Lacey/Jerry Castillo	Hus
Bill Reed	Yam
Mark Jones	Yam
Tom Halman	—

MSMRA Corvallis, MT Mar. 22, 1981 By Gary Tice

50	
David McLeod	Yam
80 BEG	
Kenny McLeod	Yam
Dennis Salomon	Yam
Benny Guth	Hon
80 EX	
Tim Little	Yam
Eric Tice	Kaw
Mike Taylor	Kaw
100 BEG	
Bobby Muffet	Yam
Thom Tingley	Suz
Justin Matz	Yam
100 AM	
Bobby Bouck	Kaw
125 BEG	
Scratch Dick	Yam
Gary Watson	Yam
Shawn Warburton	Yam
125 AM	
Darren Sharuga	Yam
Kenny Moon	Kaw
Bobby Bouck	Kaw
250 BEG	
Scott Charlton	Yam
Shawn Warburton	Yam
Robin Ward	Yam
250 AM	
Daryl Schmidt	Yam
Russ Thomas	Hon
Corwel Ball	Yam
OPEN BEG	
Steve Firkins	Hon
Wayne Campbell	Hon
OPEN AM	
Steve Inabaut	Yam
Darren Sharuga	Yam
Gary Nordrum	Hon
VETS	
Harry Wall	Yam
Tom Sertta	Suz
Archie Caraveau	Yam
OT	
Ken Chickering	Mai
Mike Walsh	Hus
Norris Brally	Yam
125 EX	
Kevin Little	Suz
Don Harding	Suz
Ed McCoy	Yam
250 EX	
Don Harding	Kaw
Gary Keast	Yam
Ed McCoy	Yam
OPEN EX	
Emery Woolsey	Mai
Tom Peason	Yam
Shane Blood	Yam

Un-Leap Year GP Corona Raceway Corona, CA Mar. 8, 1981

MINI EX	
Chris Gables	Yam
Shanon Shamblin	Yam
MINI INT	
Dan Wawrzyniak	Yam
Sis Squid	Kaw
Dennis Wooldridge	Hon
MINI NOV	
Jim Moon	Yam
Travis Roberson	Suz
Scott Davis	Suz
MINI BEG	
Kevin Rowland	Suz
Shawn Davidson	Hon
Bob Guajaro	Suz
Richard Pafu	Yam
Tony Strangio	Suz
Keith Morabito	Yam
Jason Jenes	Suz
John Stroud	Suz
David Sharp	Hon
Loren Bjorkman	Kaw
100 NOV/BEG	
Mike Medlin	Suz
Brady Helm	Suz
WOMEN'S DIV	
Vivian Curtis	C-A
Dawn Grant	Yam
Lynette Zuber	Yam
Kelly Daughtery	Hon
Maria Gonzales	Yam
OPEN EX	
Lars Larsson	Hus
Lynn McGraw	Yam
T.W. Swets	Suz
250 EX VETS	
Rick Watson	KTM
OPEN INT VETS	
D.A. Davidson	Hus
Jeff Matthews	Yam
Soni Mount	Yam
250 INT VETS	
Ray Bailey	Yam
125 INT VETS	
Lee Roberson	Suz
OPEN NOV VETS	
Ralph Thornburg	Yam
David Jacobus	Yam
Gordon Ward	Hon
Chuck Woody	Suz
Andy Pollock	Yam
250 NOV VETS	
Glen Cox	Yam
OPEN BEG VETS	
Jack Liddy	Yam
Hurley Wilvert	Kaw
John Murton	Mai
Gerald Williams	Mai
Shawn Flanagan	Suz
250 BEG VETS	
Phil Noseworthy	Yam
Fritz Tomasello	Hon
Gene Stumbough	Suz
125 BEG VETS	
Tom Harp	Yam
125 INT	
Brian Renshaw	Yam
Kirk Williams	Yam
Mike Burnett	Yam
Harley Lawrence	Yam
John Girgsby	Yam
125 NOV	
Tony Lindham	Yam
Bryan Curtis	Kaw
Steve West	Suz
James McGee	Yam
Dan Thomas	Yam
Phil Smith	Suz
Oren Beil	Yam
Jim Turner	Yam
Ron Monreal	Hon
Chris Allec	Yam
125 BEG	
David Browning	Yam
Bob Mathews	Yam
Brian Hunt	Yam
John Malcom	Yam
Pat Murphy	Kaw
Richard Kerr	Suz
Jay Crane	Suz
Jeff Wilkinson	Hon
Harold Grigsby	Yam
Todd Campbell	Yam
250 INT	
Gary Scheidler	Yam
Ed Abella	Yam
Ken Campbell	C-A
Bill Harry	Yam
Kevin Brooks	Yam
250 NOV	
Dave Kennedy	C-A
Jammin Jeff	Yam
Brandon Sneiderwine	Kaw
Ernie Becker	Hon
Mike Tarkington	Kaw
Mike Maggio	Yam
John Daughters	Suz
Dennis Boulware	Suz
David Furbush	Yam
Rick Allsup	Yam
250 BEG DIV I	
Harry Warr	Hon
Jim Cogley	Yam
Jim Pierce	Hon
Bruce Criswell	Yam
Glen Pandratz	Hon
Don Mehling	Hon
Sherman Scott	Hon
Larry Cravens	Yam
Carl Collins	Yam
Ron Adkins	Yam
250 BEG DIV II	
Martin Luna	Hus
Pat Schreffler	Hon
Ralph Ruddock	Yam
Todd Cunningham	Hon
Jimmy Snow	Suz
175 BEG	
David Simpson	Kaw
OPEN INT	
Craig Lee	Hon
Ken Jones	Hon
Ron Heben	Yam
OPEN NOV	
Randy Anderson	Hon
Greg Byers	Yam
Mike Tucker	Yam
Don Urbanek	Yam
George Wagner	Yam
Darren Lowrey	Yam
Kim Palmer	Hon
Randy Parks	Yam
Tim Hunter	C-A
James Alexander	Yam
OPEN BEG	
Greg Foster	Yam
Quinton Smith	Suz
Mike Stafford	Yam
Brian Wise	Yam
Mark Weddle	Suz
Scott Pangburn	Yam
Ron Penington	Suz
Jeff Smith	Yam
Ken Kyles	Mai
Jim VanSickle	Yam
TEAM	
MINI EX	
S. Shamblin/K. Sein	
MINI BEG	
A Duarte/K. Wilson	
E. Hasty/G. Johnson	
T. Cunningham/T. Cunningham	
100 BEG	
J. Kish/D. Garcia	
M. Urbanek/S. Chrisinger	
125 EX/INT	
R. Tarlinger/J. Scott	Ex
B. Clontz/B. Clark	Int
125 NOV	
D. Thomas/G. Carson	
H. Kokosenski/S. Dye	
T. DeJulio/N. Rauba	
125 BEG	
M. Peters/J. Acosta	
D. Hollenkamp/M. McElyea	
G. Clark/W. Eng	
C. Allec/A. Bermudez	
B. ST. John/J. Stuetzel	
OPEN EX	
C. Lee/R. Lee	
250 EX	
T. Manning/S. Manning	
OPEN INT	
D. Glover/K. Saulie	
250 INT	
C. Warren/R. Heber	
250 NOV	
J. McIntosh/C. Anderson	
B. Reynolds/S. Kinsey	
D. Varner/E. Kasinga	
OPEN NOV	
R. Anderson/R. Anderson	
C. Cogs/G. Jetson	
J. Bilotta/P. Gorgone	
OPEN BEG	
C. Williams/M. McRoskey	
250 BEG	
C. Shockley/E. Maywell	
J. Bosanko/J. Lascola	
S. Bone/D. Lazar	

TROPHY PICKUP

The Prospectors Enduro trophies can be picked up at the "Y" Cafe at Lucerne after April 18th. (15)

Brush Busters trophies from January 25th will be available at HBMC race April 18th. For more info call: (213) 443-4618. (15)

Four Aces Moose run trophies can be picked up at the HBMC Hare & Hound April 18th, through the Master Links Hare & Hound May 24, at the Four Aces camp in the desert. (15/19)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Motorcycle Sales
Experience preferred. Excellent work environment. Call Mr. LeBard at (213) 691-0553. (14/15)

★Sales Reps for Rocky★
For the following areas: NY, IL, OH, IA, MO & Houston, TX. Experienced sales person send resume or call Bob Boucke, ROCKY CYCLE CO., 1250 Elko, Sunnyvale, CA 94086. (408) 734-3750 ext. 13. (13/16)

Honda/Kawasaki Mechanic
WANTED: Experienced mechanic for permanent position. Excellent benefits. Call Coleman or John, TRI CITY CYCLE, 9041 Katella Ave., Anaheim, CA 92804. (714) 821-4710. (15/17)

Partsperson & Salesperson
TEMPLE CITY KAWASAKI has 2 immediate openings for the right people. Paid benefits — full time, year round employment. Contact Mary Jane or Bill at (213) 287-6167. (12/TFN)

HONDA TECH'S
We have dedicated ourselves to the establishment of the best customer service department in the L.A. & O.C. areas. To reach this goal we have tried for a long time to find & hire the best Honda technicians available, & we still need 2 with at least 5 years experience. We offer pleasant working conditions, a five-day week, paid holidays, group insurance, free tool insurance & the best pay for the best man. All inquiries confidential. Call LAKEWOOD HONDA, ask for Terry or Bill (213) 860-1354 or (714) 521-7112. (10/TFN)

Parts Counterman & Mechanic
Must be experienced. Call (213) 674-1431. (15/16)

HONDA MECHANIC
Must be experienced. Have own tools & have attitude for complete customer satisfaction. Excellent company benefits including profit sharing. Good pay & working conditions. Contact Service Dept. KOLBE CYCLES, Reseda, CA. (213) 345-7616. (15/TFN)

Magazine Writer/Tester
Associate Editor position available on nationally circulated motorcycle magazine. Duties include; writing tests of motocross & enduro machines. Applicants must have writing talents & must have "hands-on" experience with modern dirt bike technology. CYCLE NEWS, Dept. MWT, P.O. Box 498, Long Beach, CA 90801. (12/TFN)

Motorcycle Mechanic
Wanted for full-time position, prefer 3 years experience on Kawasakis. Full company benefits. Call Stan (213) 945-3494. (14/15)

Research & Development
for motorcycle accessory company. Experience with basic shop tools & metal fabrication needed. Motorcycle mechanic abilities preferred. Joe McQueen (213) 774-2981. (15)

Parts Counter Person
HONDA WEST is looking for a full-time experienced Honda parts person. Salary plus commission, full company benefits (medical, dental). Contact Greg at (213) 392-3901. (10/TFN)

Honda Mechanic
50/50. Experienced. Orange County. (714) 842-5531 ask for Jim. (13/TNF)

SERVICE MANAGER
For a Honda dealer in So. Calif. Excellent opportunity for reliable person interested in good customer relations with total knowledge of motorcycles. Must be willing to direct & oversee mechanics. Contact: Service Department, KOLBE CYCLES, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (15/TFN)

Exhaust System Manufacturer
Needs help in R&D. Must be capable of design & layout of exhaust systems. (714) 895-2015 ask for Jerry. JARDINE HEADER CORP. (12/15)

Suzuki Mechanic/Service Mgr.
Minimum 4 years experience with references. Own Tools — Year round work — excellent working conditions. DOWNEN'S CYCLE CENTER (213) 865-8223 or (714) 521-5343. (11/TFN)

Designer/Fabricator
Motorcycle parts manufacturer seeks experienced designer/fabricator for proto-type work. Will design product & build jigs & fixtures for production. Must have abilities in combination welding, lathe & mills. Motorcycle proto-typing experience a plus. Excellent benefits include: Paid medical & profit sharing plan. Send resume to: Cleve Adams, KERKER, 7900 Deering, Canoga Park, CA 91304. (213) 999-3060. (13/TFN)

H-D Parts Person!
HARLEY-DAVIDSON WEST has opening for experienced parts person to work mechanic's window & receiving area. Salary & commision & company benefits, (medical, dental). Contact Bill (213) 822-3426. (6/TFN)

Mechanic/Suzuki
Two & Four Stroke, minimum of 2 years experience, permanent position. Phone (213) 634-1222 ext. 3, BELLFLOWER SUZUKI. (9/TFN)

Parts-Accessories Manager
Experienced person with a proven work record. Large volume Honda, Kawasaki dealership located in Northern Virgina. Gross sales for dept. near one million. Computer controlled inventory. Must have management background! Send resume with references to: CYCLES FAIRFAX, 11101 Main St., Fairfax, VA 22030. Attn: Steven R. Negra. (703) 591-8420. (15/17)

R&D MECHANIC!
Factory position requires minimum of 5 years — dealer level-mechanic experience & proficient riding ability — Duties will be: to assemble, maintain, repair & test ride proto-type machines with minimal supervision & work direction. This also includes general maintenance of shop area. Some overnight travel involved. Call Bonnie Whidden at KAWASAKI MOTORS for more information. (714) 835-7000. (15)

We need a Service Manager
WITH A MECHANICAL BACKGROUND! Must have 2 & 4 stroke engine knowledge. An opportunity to run your own service department, which is attached to our retail motorcycle center. Has been established in West L.A. for over 12 years. Service Department is complete with tire changing & balance module. Store serves both street & dirt. Contact — CYCLE PRODUCTS WEST (213) 477-0997 or (213) 473-7996. (9/TFN)

★Parts Counter Person★
Experience necessary. Immediate opening. ALBA HONDA, Encinitas, CA. (714) 436-9771. (14/15)

Service Manager & Mechanics Parts & Salesman
Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (37/TFN)

★★SERVICE★★
Leading Orange County Kawasaki dealer has immediate opening for an experienced mechanic. Call Scott or John to arrange interview. (714) 541-5217. (15/16)

★HONDA PARTSMAN★
BILL ROBERTSON HONDA needs you... If you are an experienced Honda Partsman. Good benefits — salary plus commission. Call Joe (213) 466-7191. (15/TFN)

★SALES ORDER DESK★
Growth opportunity with rapidly expanding importer/distributor. DERBI MOPEDS & ACC. Experience related industry helpful. Laguna Hills area. Call (714) 770-6726. (15/TFN)

Honda Mechanic
Journeyman only. Excellent work environment. Call Mark (213) 691-0553. (15/15)

★PARTS COUNTER★
Honda/Kawasaki dealership has opening for experienced partsman. Excellent pay & benefits. Contact John or Coleman, TRI CITY CYCLE, 9041 Katella Ave., Anaheim, CA 92804. (714) 821-4710. (15/17)

H-D MECHANICS
HARLEY-DAVIDSON WEST looking for experienced, well groomed, aggressive people for fast moving young dealership. Excellent salary & commission & company benefits (medical-dental). Contact Bill (213) 822-3426. (6/TFN)

NEED SOME EXCITEMENT?
Your favorite newspaper's fast-paced office is growing! We need a full-time Advertising/Editorial assistant with a good office skills background. Dictaphone typing (60 W.P.M.) experience necessary. Contact Yvette at CYCLE NEWS for interview. (213) 427-7433. (14/TFN)

Parts Manager Wanted!
Honda/Kawasaki experience a must. Palm Springs area. Year round employment. New modern facilities. Nice atmosphere. OASIS HONDA (714) 346-8311 ask for Jack. (7/TFN)

Business Opportunities

Suzuki M/C & Wetbike Franchise
Resort area, excellent for rentals. Lake Havasu, AZ. (602) 855-7032 or (602) 855-1493. (15)

AMERICAN MOTORCYCLE SCHOOLS, INC.
Start an exciting career as a:

Motorcycle Mechanic "The California School of the Professionals"

Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (49/TFN)

Motorcycle Accessory Store
Specialize in motocross & off-road accessories. Part time business, established 3 years, excellent full-time potential. $10K plus inventory. (213) 365-5608 eves. & Sat. (11/TFN)

Kawasaki Crankshafts
Any Kawasaki 2 stroke crankshaft rebuilt. For information and prices call or write: Damon Kirkland, 909 Post Oak Dr., Dothan, AL 36301. Phone (205) 794-2802 after 3:30 pm CST. (15/18)

Trials Riders
A monthly newspaper that is 'Strictly Trials'. $8.50 per year. PLONKERS PRESS, Dept. CN, P.O. Box 793, Shawnee Mission, KS 66201. (913) 831-1845. (15/16)

'79 Ford Box Van
PS, PB, dual battery, AM/FM cassette stereo, new Mich. tires, 50,000 miles, insulated box, heater, aux. gas tank, storage cabinets, 2 beds, tire rack, $5,500. (313) 686-5934. Must sell. (15/16)

Husqvarna-KTM-Bultaco-CCM-BSA
All models in stock, Ohlin rebuilding/modifications. $100,000 parts stock. Aero PA, Rt. 1, Huntley, IL 60142. (815) 923-2155. (15/17)

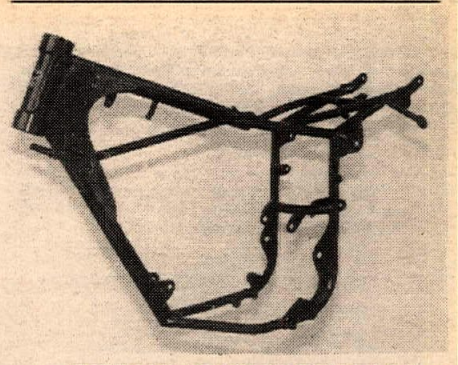
'74 Guzzi V-7 Sport
Clean classic $1550, Chuck (916) 622-5734 or message at (916) 366-0709. (15/16)

'72 360 MX Yamaha
Rebuilt, low mileage, like new — $525. '81 400 Can Am Qualifier — ridden twice — $1895. Three-rail bike trailer — $150 (213) 598-5752 or (714) 896-1859. (15/18)

All New 1981 Dirt Bike Buyer's Guide
Don't Make A Move Without It!
Anything and everything you'll ever want to know about trick bikes, zoot riding gear, dialed-in suspension components, wired motor hops and much more! This is your best opportunity to have a complete catalog of every possible item a dirt biker should ever need — in one amazing issue, you'll see every possible choice of motorcycles and accessories. Send to: DIRT BIKE BUYER'S GUIDE, P.O. Box 317, Encino, CA 91316. Enclose check or money order for $2.50 plus 75¢ postage and handling. (11/12)

TZ750 Yamaha parts wanted!
Need D model or later, radiator, pipes, exhaust. Must be in good condition. Call after 6 p.m. (408) 688-7299. (15/16)

'80 YZ465G—showroom cond.
Never raced — few hours. $1500. (714) 985-8257 or (714) 982-6806. (15/16)



★★STUDIO PHOTOGRAPHY★
If you need subjects photographed for press releases or brochures, or classified ads, we can do it! From machined parts to motorcycles. ANYTHING & EVERYTHING! Color or Black & White. VERY reasonably priced. MIKE KLINGER PHOTOGRAPHY. (714) 894-3638. (13/16)

Leap Japanese bikes in a single
bound with this '79 420 KTM. New top end, revalved Ohlins, Metzelers. Runs great and very fast. Sold new for $2400.00. Sacrifice for $995.00. (213) 358-0502. (15)

Profit by Cycle News
CYCLE NEWS is now offering you the opportunity to earn extra cash by selling CYCLE NEWS at your local motorcycle race tracks, rallies and/or enthusiast gatherings. Our program is simple and profitable for you. Just give us a call and we will show you how to make money! Speak to DUANE JOHNSON at (213) 427-RIDE. Those under 18 will need their guardian's permission.

FOR SALE: Used motorcycles. 1980 390WR Husky, $1395. 30 day warranty. 1979 250 WR Husky — 300 miles — 30 day warranty, $1295. 1979 250 WR Husky, $675. 1979 370 Can-Am, $995. Rebuilt engine (Qualifier). HEATH'S SALES & SERVICE, 1015 N. State, Merrill, WI 54452. (715) 536-5785. (15/16)

1979 450 Maico with spares!
Complete front & rear tires with wheel. Scott Boots, size 8½, only worn four times. 3 Maico jerseys, other extras, make offer. Call Floyd at — (714) 875-2698. (15/17)

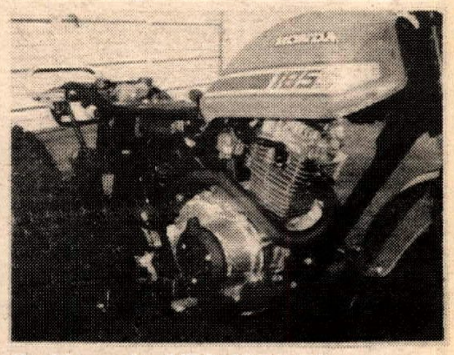
'79 RM 400 Suzuki
Mint condition, hardly ridden, works shocks, $800.00. (805) 486-2129. (15)

'78 YZ400
Must sell due to injuries. Runs good, excellent cond. $850.00. (714) 871-8488, ask for Greg. (15)

1980 YZ 125G
Absolutely like new condition, $850.00. (714) 653-4604. (15/17)

'78 Ducati Darmah exc. cond.
4500 miles — Campi mag — Ceriani forks — red. $3000. (415) 582-1278. (15)

Honda CB750F★★★★★★
1980, silver, 10M, low bars, Q.I. headlight, air forks, oil cooler, machined side-plates, accel wires, Phantoms, perfect condition, lovingly maintained by fanatic. $2400 OBO. Call Jed (213) 457-3589. (15/16)



Coffman's ATC 185S Pipe
Improves horsepower, lightweight, includes Super Trapp, complete with mounting hardware. Retail — $69.00. Silencer kit available with Super Trapp that bolts on to stock headpipe for $57.50. Complete line of ATC exhaust systems available. Call or write — COFFMAN'S at 5842-G McFadden, Huntington Beach, CA 92649. (714) 897-2209. (11/EOI/TFN)

FRESH TZ250G motor, $2795!
(415) 798-2582. Jerry. (15/TFN)

★COTA 348-Montesa '78★
VERY good condition, $795. (213) 530-4743 8 to 5 John, (213) 539-3589 after 6. (15/16)

★GRIMECA BRAKES★
Disc brake components that WORK! Master cylinders, calipers, rebuild kits. AEROQUIP steel braided hose & fittings. STORZ PERFORMANCE — 9344 Oso Ave. "J", Chatsworth, CA 91311. (213) 993-3430. (15/18)

'79 Husqvarna 390 CR/OR
Rebuilt engine and transmission, 2 tanks, enduro bags, new tire, receipts. $900 or any reasonable offer now!! (714) 752-7833 or (714) 951-5917. (15/16)

FOR SALE: New 1980 420CR Husqvarna motorcycle. 60 day warranty. $1895. HEATH'S SALES & SERVICE, 1015 N. State St., Merrill, WI 54452. (715) 536-5785. (15/16)

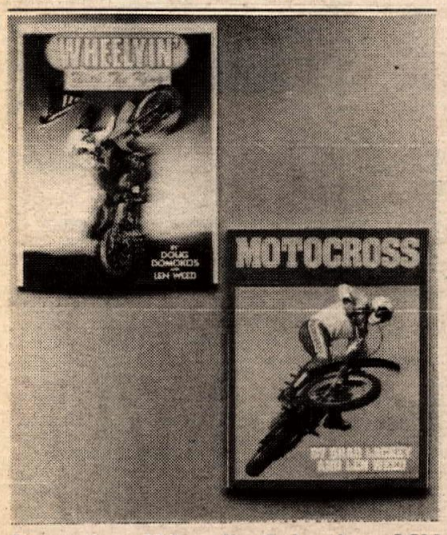
MUST SELL

'79 Husky 390WR clean, runs good, $1200 OBO. Also, '75 Husky 400 clean, $300 OBO. Ask for Bill (213) 531-1974. (15)

22 VOLUME set The World of Motorcycles, $100/offer. New Bell Magnum size 7, $30. Barely worn, all leather red, black w/yellow stripe Bultaco M/X pants, waist 26-28, $45/best. (714) 492-6523 eves. or (714) 731-5114 days, leave message. Suzie. (15)

Suzuki Superbike

1170cc, R.C. head w/oversize valves, EI carbs, Gerex ign., Dymag wheels, Lockheed brakes, braced frame & swingarm, best of everything, 165+ mph, $5,500. (314) 962-4457 or (314) 343-5547. (15/16)



Domokos Wheelie & Lackey MX

Doug (Wheelie King) Domokos reveals all his secrets. 12 color pages, 300 photos. Brad's book contains 400 photos, 224 pages. (Simply put, it's great...CYCLE NEWS). Each book is $9.95 plus $1.50 postage. (Cal. add 60¢). Order from CLEANSHEET ENTERPRISES, P.O. Box 241W, Tarzana, CA 91356. (15/18)

1980 Honda XR80

Hardly used, only 10 mi. on it. Anxious to sell, good condition. ($500-525). (714) 760-1728. (14/17)

ATK, A-TRAK Handling System

The ATK takes the force triangle from the chain & the swingarm & makes the rear suspension independent. For ordering & information contact your local dealer or: LEITNER CORP., 2650-D Walnut Ave., Tustin, CA 92680, (800) 854-4023 outside CA. (714) 731-5114. (15/16)

Superbike roadracer

Z1 Kawasaki, very clean, fresh and fast, $3,500.00. Weekends only (415) 357-8190. (15/18)

'76 Husky 360 CR

Motor and trans completely rebuilt by Up-Tite Husky — desert tank — runs great — $700.00. Leather and boots also available — (714) 673-1321. (15)

Honda MT125R2 Raodracer

DG gold radial head and clutch springs, French 2.75 x 18 Dunlops on Takasago alum. rims. Raced 3 times, never crashed. Some spares and parts books. $750. (206) 531-9539. (15/16)

Attn: MC Manufacturers

Degreed adult, over 15 years motorcycle experience from mechanic to shop owner (presently working in 2 cycle engine development) desires position in cycle related area. Will relocate. Will send resume & references upon request. CYCLE NEWS EAST, PO Box 805, Div. PB, Tucker, GA 30084. (15/18)

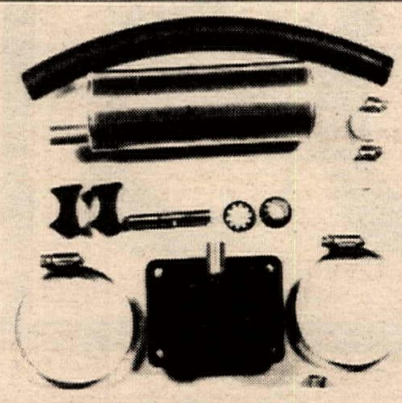
Ducati Diana

1966 250 MK III. Mikuni and 200 elite tank, many spares. $750.00. Monterey Bay area. (408) 338-2979. (15/16)

Husky 80 250 CR

38mm KYB front end, Asch pipe, stock & Vesco tanks, Renthal bars, Ohlins shocks, fresh trans. and more. $1,300.00. See at Pro-Cycle. (714) 998-2797 or (714) 772-8170. (15/17)

'76 KTM 175, excellent cond. Must sell, $400. (714) 645-8100. (15/17)



★ ROOST BOOSTER ★

More torque, improved throttle response, smoother powerband. Plenum chamber, designed after factory works bikes, complete with installation kit. Models available for most makes — $34.95 complete. Call or write for more info: ROOST FACTORY, 23705 Madison St., Torrance, CA 90505. (213) 375-0181. Dealer inquiries invited. (15)

★ OHLINS SHOCKS ★

Used four times! $245. (605) 342-2242 — For '80 CR125. (15)

AIRCONES YZ 125H PIPE

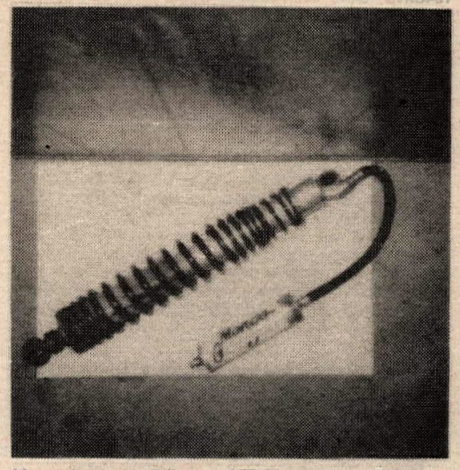
Gives quick response with wider powerband and more top end. $94.95. All AIRCONE pipes are constructed from custom cones. For more information contact ARICONE, INC., 5901 Emerald, Las Vegas, NV 89122. (702) 456-4177. (15/22)

'79 YAMAHA 650 SPECIAL

7500 mi., just tuned, red, sissy bar with backrest. Must sell, $1750. Mike, days (213) 548-8836, eve., wknd. (213) 434-7573. (15/16)

MONGO RACING
143 PANAMINT AVE.
RIDGECREST, CA 93555
(714) 375-2574

Turn your Yamaha 465 into a firebreathing YZ490 still using std. bore. Creates quicker power & more midrange & top end. $175.00 complete.



Mono-shock rebuilding — $55.00 complete. Dual-rate springs — $70.00 + tax (includes machining). Aluminum reservoirs, $105.00 installed. Fork mods — $28.00 complete. COMPLETE LINE OF PRODUCTS & ACCESSORIES.

(714) 375-2574. (15/17)

'79 YZ 400

Perfect condition, barely ridden, $850.00. (213) 885-7263 after 6. (15/17)

Sidi "Superb" MX & Enduro Boots

Used by Andre Malherbe, World MX Champion. Sizes 6-12. MX — red, blue, black. Enduro — blue, black, $139. Dealership information: COSMOPOLITAN, Hatboro, PA 19040. (215) 672-9100. (47/EOI/TFN)

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Friday noon for the following Wednesday's edition. Fill in the Visa/MasterCharge blank or send check or money order to:

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No cancellations after 5:00 p.m. Thursday

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PRIVATE PARTY
Ten words..... **$2.50**
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Headline in bold type..... **$2 extra**
INCLUDE HEADLINE IN COUNTING WORDS
Photos..... **$4 extra**
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Below, indicate amount of products and circle the size. Above, print your name, address and credit card number. Make sure you send the entire blank in when you order.

☐ Cycle News Umbrella **$3.00**
☐ Cycle News Vest **$27.95** M XL
☐ New MX Cat T-Shirt **$7.95** S M L XL
☐ Original MX Cat T-Shirt **$7.95** M XL
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☐ Cycle News West T-Shirt **$6.95** S M L XL
☐ Cycle News Joggers **$5.95** XS

☐ **Cycle News Binders $14.95 ea.**
☐ Cycle News Patch **$1.50** 2" x 4"
☐ Motocross Cat Comic Book **.75**

Bumper Banners
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☐ "You'll See It First In California You'll See It First In Cycle News **.50** 3" x 12"
☐ The Best Go West **.50** 3" x 12"

☐ Cycle News Rainbow Sticker **$1.00** 2" x 10"
☐ Motorcycle Nut Sticker **$1.00** 4½" x 4" small
☐ Motorcycle Nut Sticker **$1.50** 6½" x 6" large

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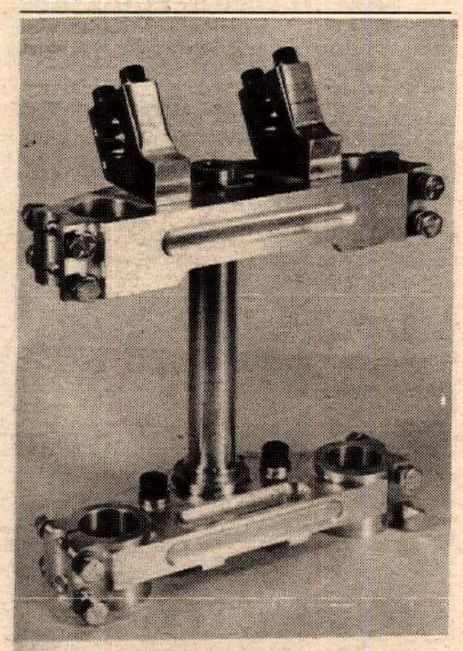
Prices are debatable
'75 Maico 400, $350. '78 RM 250 Suzuki, $600. '80 Honda CR 250, $950. '78 Honda CR 250, $600. '73 914, $5000. '75 911-S, $14,000. '76 911-S, $16,000. (213) 697-5664. (15)

'80 Suzuki PE 400, $1100
Stock, may trade for guns or ? Lakewood, days (714) 957-1451, nites (213) 920-2171. (15)

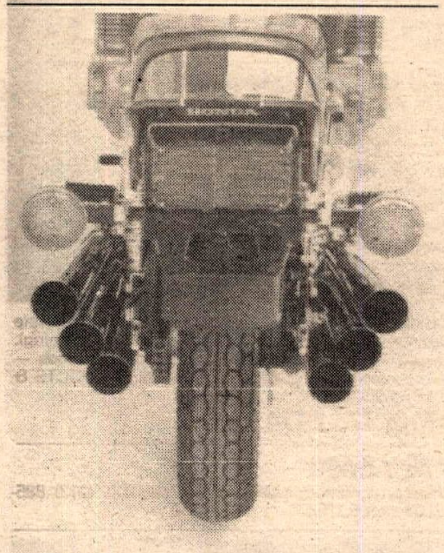
★★WISECO PISTONS★★
Available for most bikes. FAST service — UPS daily. (816) 436-6446. (15/EOI/TFN)

YAMAHA TT250—TT500—XT500
TT250 frame, mono, brake & skid plate. Like new $190. *TT500 engine 1979 w/less than 1500 mi. $625, complete with carb. *TT500 frame & other parts. 'XT500 frame, swingarm, etc. $95. *'78 TT forks — Terrykit, air caps, $65. *White Bros. swingarm, $135. White pipe, $25. *'79 TT wheels — also front, rear brake. Kayaba air shocks near new — $150. *TT seat, fenders, M-Smith tank, sprockets, chain, megaphone, Magura controls & cables. YZ-IT-TT-XT chain. Brand new Diamond, cost $36 sell for $24. *3 NEW 325 x 21 Knobby 6 ply Baja tires made by Cheng Shin, $22 ea. *NEW Scott Boots, $145. *NEW Metzeler 150/80 Knobby 18 inch, paid $87, sell for $67. (213) 373-7603 or (213) 372-9651. (15)



Machined Triple Clamps
Made to order from Billet aluminum. From Mini to Open class. YZ80 & RM80 in stock. KELVIN FRANKS RACING, 3446 W. Harvard, Santa Ana, CA 92704. (714) 546-3484. (11/15)

1981 250 XC Husky—Save $$$$$
300 mi. on bike — has everything. V.D.O. — Ashe pipe — Answer — Metz. K190 — trick seals — M.S. skid plate, ultimate enduro set-up. $2100.00. (714) 528-0046. (15)



Honda CBX 6/6 Exhaust System
The HOT BIKE ENGINEERING 6/6 GP EXHAUST FOR Honda CBX is available in black or chrome. When we drag strip tested, the 6/6, we ran in the 10:90's E.T., at 125 mph, with a stock motor. After installing our CBX Wheelie Bar and slicks, our best time was 10:30 E.T., at 130 mph. The sound can only be described as exotic. Any way you look at it, it's another winner from HOT BIKE ENGINEERING. P/N: 01-28C, $269.95; 01-28C, $299.95. To order, call (415) 657-3864. 4432-E Enterprise, Fremont, CA 94538. (15)

Yamaha 400 Enduro '78
Excellent condition, heavy duty suspension, $900/OBO. (714) 751-9206 or (714) 754-3667 ask for Larry Day. (15/16)

★Luv engine and transmission★
Great for spare parts or rebuild, $270/best. (213) 333-5628. (15)

'78 & '80 KTM 250's
'78 KTM 250 MC5, new frame, W/P shocks, great cond. $695. '80 KTM 250 MC80, showroom cond., raced once, $1495. Prices negotiable; going back to school. (415) 956-2894 after 5 p.m. (15/16)

'77 Yamaha YZ400D
Excellent cond. Call for details, $650. (213) 540-1157. (15)

★★★★★125 SALE★★★★★
1980 Yamaha YZ125G, White Bros. shock, two gas tanks, new Metzelers, $700.00. 1979 KX 125 like new, many spare parts, $550.00. (714) 962-1891. (15)

Yamaha Tri Moto
175 kits includes cylinder and head (exchange) FPP exhaust piston kit and necessary parts. $229.95. (Dealers inquire.) MACHINE SPECIALTIES, 50 Bunnell, Attica, NY 14011. (716) 591-1230; if no answer (716) 591-1472. (15/EOI/TFN(

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5'10" — 160 lbs. Ex. cond. — $150. Evenings (714) 548-7610. (15)

1980 XR75, $450 (714) 897-0973
or (714) 897-4553. (15)

YAMAHA 500 SINGLE
Big Bore Power Kit
Turn your mild mannered 500 into a stump pulling 580cc. As low as $120!!
IN STOCK NOW!
Ready for your order. A Bore Kit only using the finest race tested components available anywhere. Choice of compression ratios. Various stages of engine tune to suit your riding needs. For complete details call or write. Mike Haney c/o **HARRY D. FOSTER MOTORCYCLES**, 16704 Hawthorne Blvd., Lawndale, CA 90260. (213) 370-5651 or (213) 772-8340. Complete machine shop facilities. (15/20)

Coffman's New 175 TriMoto Pipe
This pipe is guaranteed to out perform any pipe on the market. Comes with repackable aluminum silencer. Complete with mounting hardware. Call or write: COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92647. (714) 897-2209. (11/EOI/TFN)

1975 SMUGGLER TRAILER
18' self contained with shower. (714) 521-4873 evenings. (15/16)

1980 Yamaha YZ125G
2 new Metzeler tires, 1981 folding shifter, stock, hardly ridden, showroom condition!! Must see to appreciate! $950.00. Call (213) 425-0530. (15)

'81 YZ125H—my loss your gain
Bought 3/12/81 at Racer's Discount — Injured in other class B/4 got to race. $150 below my cost. (714) 684-1021 or (714) 784-0504. (15)

1978 Honda Hawk 400
Fairing & extras — 4,800 miles — $1195. 1978 Yamaha 750 — extras — 12,000 miles — $1600. Bates leather street pants, motorcycle leather boots, size 9. (213) 326-2722. (15)

Jet Ski Products from Mariner
Mariner's complete line of Jet Ski Performance Accessories is available from your local Kawasaki dealer. 1981 catalogue available, send $2.00 to MARINER PERFORMANCE DIVISION, 1461 Pioneer Way, El Cajon, CA 92020 or call (714) 579-2495. (15/18)

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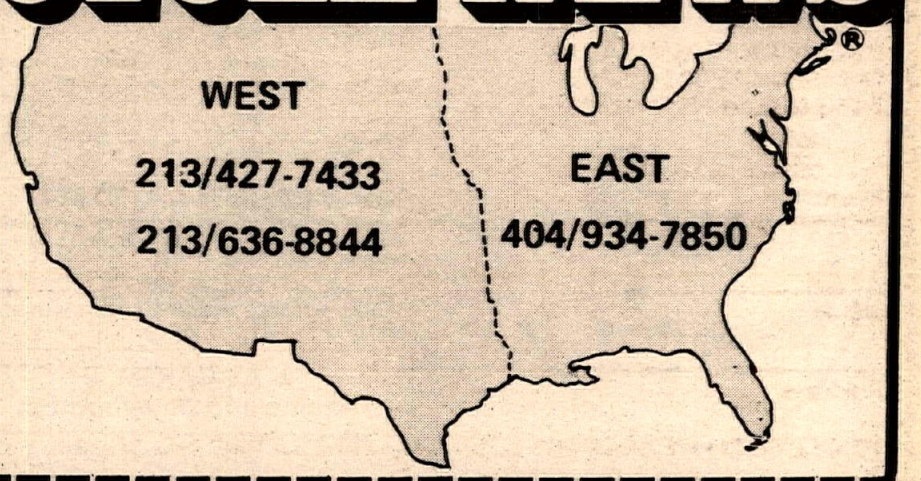

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Mail to: CYCLE NEWS, PO Box 498
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NEED FONTANA BRAKE
4 leading shoe for restoration project — 1971 H-D roadracer. Also interested in any other KR/XR roadrace parts and motors. Dan Caulkins, 57 S.S.C.C., Decatur, IL 62521. (217) 428-4413. (15/16)

'78 HONDA ATC 90
Excellent condition, tires still new. Barnett clutch plates, Bassani pipe, 20mm carb, Rocky cam. No time to ride. Ask for Scott. $675. (714) 753-8439. (15)

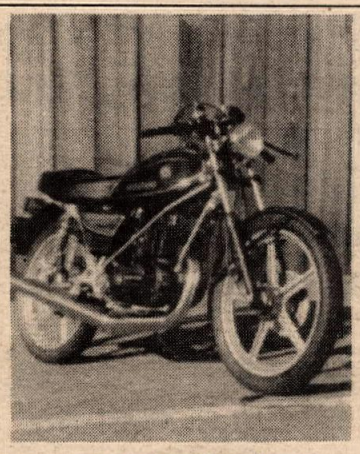
Looking for a great deal on a
fast motorcycle? '81 CR 450R Honda dirt rocket. Sells new for $2150.00, I will sell this 3 race old motocrosser for $1895.00. (714) 751-5232. (15)

DIRT DIGGERS M.C.
DINOSAURS/ASCOT
MAY 31ST
(213) 341-3005. (15/16)

WANTED: XR250/500R PARTS. Wheels, plastic seat, chassis, wreck. (805) 963-8954 days, collect. (13/EOI/21)

79 Husky 390CR, 79 Maico 450
Never raced — no reasonable offer refused — Dennis (213) 685-9820 9 to 5 M-F. (15/16)

1980 IT425 Yamaha, only 600 mi.
Must sell, $1295.00. (213) 675-3951. (15/16)

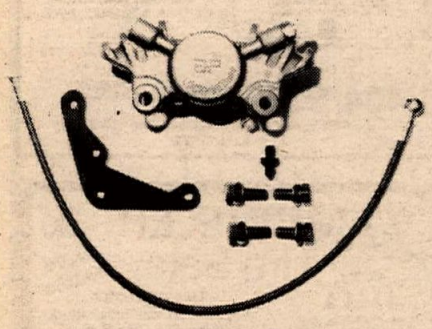


'78 BULTACO STREAKER
Perfect! Stock — new condition, 300 miles, street registration. (714) 566-0707. (15)

1979½ Maico 400 Magnum
All new — stored last 12 months. Many tricks. Engine completely rebuilt. $900/OBO. (415) 359-7455 after 7. (15/16)

NEW '81 TZ250 Chassis
Will ship. $2595. (415) 798-2582. Jerry. (15/TFN)

RD 400 Daytona Special
'79 RD 400 F, 6000 miles, clean, $1800.00. (714) 734-1577. (15)



★★★★★LOCKHEED★★★★
— IF YOU'RE SERIOUS ABOUT BRAKES — Alloy caliper — $112.00, alloy handlebar master cylinder lever — $114.00, TZ250 set (pictured) — $200.00. TZ750 set — $400.00. Also available: Rear master cylinders, Lockheed 550 racing fluid. BROOKS-SCHAFER RACING, 2540 Foothill Road, Santa Barbara, CA 93105. (805) 963-3801. (15)

ROADRACER TO TRADE
Barely used MT125R2; will negotiate for XL500S, CB750F3, CX500S, XR200R, YZ465. Ask for Roger, 2-6 p.m. (213) 847-1505. (15)

SUZUKI '79 125RMN, $600
Mint condition. Bakersfield, CA. (805) 324-2337. (15)

HELP I NEED MONEY
Brand new complete TZ 250 ignition, $150.00. Brand new boxes, $75.00. (714) 531-1916. (15/16)

YZ250G motor complete
Runs great and ready to pop into a frame. $200. (213) 335-0349. (15)

SWEDISH ROCKETS
Husky 250 CR 1980 model, has 1 hour, absolutely perfect, $1450. 1980 390 CR factory bike, $1350. SPARES with each. (714) 980-3212. (15/17)

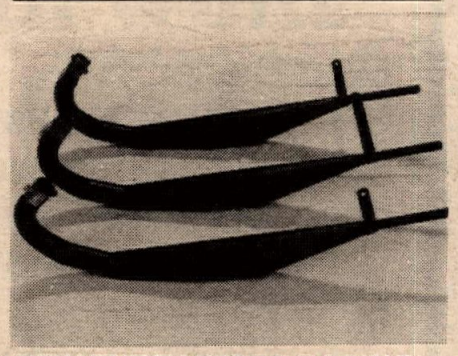
1981 465 YZ
Better than new. Metzelers, Gunner Gasser, front Sun rim, Twin Air filter, JT Supercross, number plate, and more. $1900.00 or best offer. (805) 483-4479. (15)

WASP SIDEHACK
New, never ridden, 850cc Norton, rt. hand, two sets, — Kimtab mag wheels, large tank, $3000.00. (213) 322-7869. (15)

'76 BULTACO PURSANG
Great playbike, good cond. & many extras, $425.00. CZ 250 parts also. (714) 687-2493. (15)

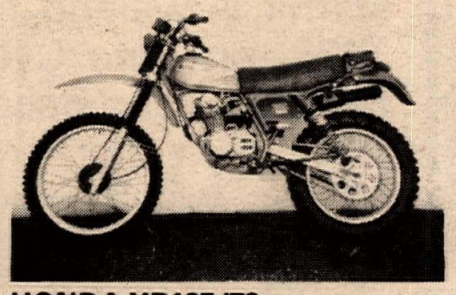
★1980 YAMAHA 465G★
Like new, lots of extras, green stickie. Too fast for old Senior. Low miles. Days (213) 633-2500, night (213) 867-1907. (15/16)

TY175 TRIALS BIKE. 1974, good condition, $550. 1974 XL350 set up for dirt, 36mm Mikuni, Powroll pipe, S&W shocks, $350. Mike, days (213) 548-8836, eve. & wknd. (213) 434-7573. (15/16)



NEW TNT TAPERED RACING CHAMBERS
HOT BIKE ENGINEERING is introducing our new Kawasaki 750, H-2 tapered racing chamber. For the Kawasaki racer who must have every bit of power possible for his class-type racer, HBE offers a special limited production exhaust chamber. These pipes have specially tapered headers and increase rpm power level and horsepower. The new TNT chamber part number is SR-71, (black only). Recommended retail is $275. We also have a high performance line of Z-1, KZ-1000, CB-750 (16 valve), CBX and XS1100 and much more. Our technical expert, Tony Nicosia, is available at: (415) 657-3864. HOT BIKE ENGINEERING, 4432-E Enterprise, Fremont, CA 94538. (15)

1979 P.E.175 Suzuki—Want ATC!
Excellent — Look and you'll buy. $600.00. Consider trade for stock ATC 110 or ? (714) 528-0046. (15)

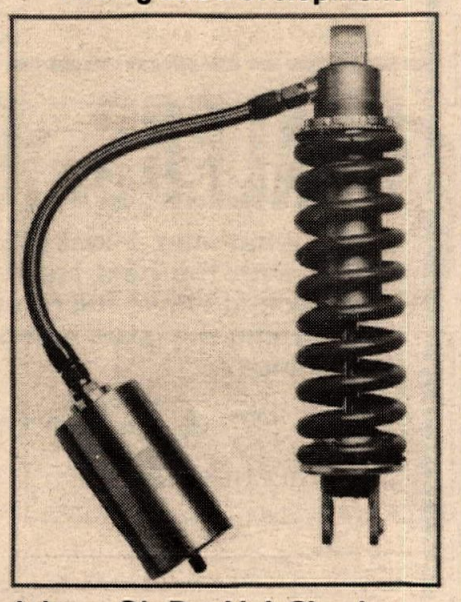


HONDA XR185 '79
White Bros. swingarm, Works Performance triple rate shocks, Terry Kit — air assist forks, Honda high performance engine parts. Maintained and owned by professional mechanic. Bike can be seen in Anaheim area. (805) 736-6543 (9:00-6:00 Tues.-Sat.) Ask for J.W. (805) 736-6543. (15/16)

XR750 HARLEY-DAVIDSON
Completely fresh — looks & runs excellent. Extras! Must sell now — $3800. Can deliver to Boise, ID regional. (403) 277-6263. (15/16)

'81 YZ125H — 6 WEEKS OLD, like new, many extras! DON'T MISS THIS ONE!! $1250. Call (213) 331-5861. (15)

★ AL BAKER ★
Racing and Development



Johnny O's Pro-Link Shock
Al Baker makes production Honda shocks into works shocks that work! $75.00. Pro reservoir, stainless hose and bracket, add $99.00. One day service! Send shock, rider specifications and money order to: AL BAKER, 6944 Santa Fe Ave., Hesperia, CA 92345. (714) 244-5425. (15/16)

WANTED — sheet metal for plunger frame BSA A10. (319) 337-9260. (15)

Mugen-new 1980 125WI G.P.
European G.P. model — still in crate — the 31 true H.P. in this red rocket will make you a winner. Contact Joe Veillon, MUGEN CO., LTD. (714) 244-6405. $4000.00. (15/16)

1978 Yamaha 750 Special
$1500. (714) 897-0973 or (714) 897-4553. (15)

Wanted — 1981 Husky gas tank
C.R. tank preferred. (714) 528-0046. (15)

The ultimate TZ 250
DKG frame, G top end, Morris mags, Lectrons, Powers ignition, Bratton crank, Buraek head, exhaust gas temp. gauge, Kosman, Grimeca brakes, gearing, spares, $5,600. After 6 p.m. (415) 228-2385. (15/18)

Russ Darnell MX Schools
Entry fee $60.00. Indian Dunes, April 13 & 14, Saddleback, April 15 & 16. April 25 & 26 Springfield, MO. May 2 & 3 Oklahoma City, OK. May 9 & 10 Lake Conroe, Houston, TX. (714) 980-3212. (11/15)

Kaw Dual Disc Kit
H1/H2, KZ650B, KZ900A4, KZ1000A1. Price $99.95. RICK'S CYCLE CENTER, 14 West Main St., Bound Brook, NJ 08805. (201) 356-1193. (14/15)

MXL Boots
Enduro sole, size 11, like new, $75. (315) 253-7688. (14/15)

AIRCONES YZ80H Snake Pipe
More top end, wider powerband, no flat spots. Bracket to relocate reservoir. Made from custom cones, mount on stock bracket, repackable silencer. $94.95. AIRCONE, INC., 5901 Emerald Ave., Las Vegas, NV 89122. (702) 456-4177. (10/17)

'79 250 Yamaha
Viper frame & Viper engine plus extra wheels & tires, $2,000. 465 Viper dirt track frame & cylinder, $600 for both. 250 Roberts frame, new, $100. Call, days, (317) 644-9792; evenings & weekends, (317) 644-2113.

Digital Odometer
By Accu-Trail, ideal for Enduro competition, like new, $50. (315) 253-7688. (14/15)

Markel Motor KR750
Dual carb, XR frame, many new parts, like new, partial trade considered, $4,000. BSA B-50, Red Line frame, Ceriani, S&W, Martek, $800. After 4:00 p.m. (515) 285-7810. (14/15)

★Cycle Tune★
State of the art motorcycle maintenance. Here to fulfill your motorcycle needs with 3 great locations. TORRANCE, NO. HOLLYWOOD & COSTA MESA. Call (213) 530-0314. (5/TFN)

Two XR750s
One '77 with Lawwill cams & pipes, $4,000. One '80 with balanced engine, Axtell heads, Patrick pipes, $6,000. Will crate for anything. Plus many extras. Call, days, (317) 644-9792; evenings & weekend, (317) 644-2113. (14/16)

Moto-Guzzi Ducati
Overseas delivery & return shipping arranged for Moto-Guzzi & Ducati; including 850 LeMans II. For the price you would pay here for a Guzzi or Ducati, you could have a factory prepared bike PLUS a trip to Europe. Contact RON LEVY LTD., 238 Mulberry St., New York City, NY 10012. (212) 288-5282. (15/EOI/TFN)

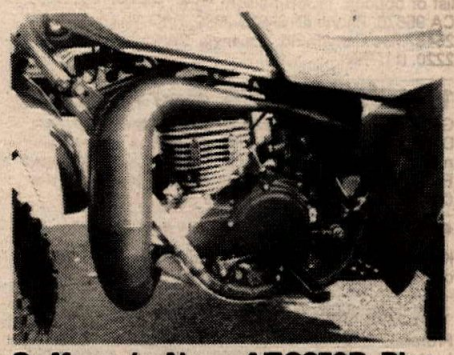
Attention Collectors
1961 350 B.S.A. B40 Single, complete, street legal, runs good. First $350.00 takes. (503) 548-6608. (14/15)

*** 1981 YZ 250 H **********
Fast, excellent condition, reworked shock, Knurled forks, $1650 OBO. Andy (714) 536-1777. (14/15)

TT500 — SIMONS — S&W — White Bros. + more. Perfect! Eves. (714) 962-0358. (15)

'79 RM250
Must sell, $800/OBO. (213) 333-8435 after 6 p.m. (12/15)

KAWASAKI 250 half mile, Champion, Barnes, Betors, excellent condition, $1000. (714) 420-8500. (14/15)



Coffman's New ATC250R Pipe
This lightweight exhaust pipe increases power through the RPM range. Satisfaction guaranteed. Retail $110.00. Call or write COFFMAN'S at 5842-G McFadden Ave., Huntington Beach, CA 92649. (714) 897-2209. (11/TFN)

'78 HUSKY 250CR, ridden little, excellent condition, Dunlop, Metzeler, extras, $850. (714) 552-6858. (14/16)

XR 500 MOTOR, 540 Pro-Tec piston & Webco valve springs & $700.00. (714) 247-4597. (14/15)

1980 RM125 race ready, $775
(714) 242-8768. (14/17)

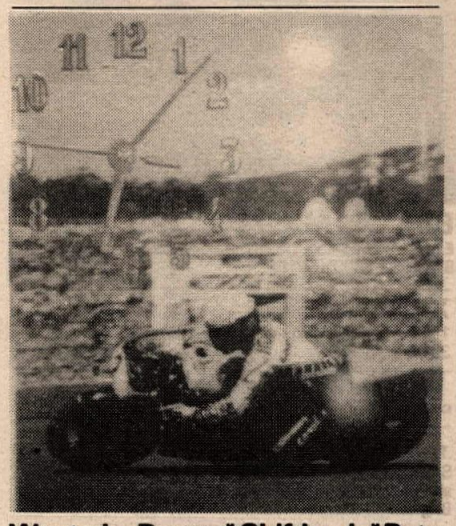
'72 COURIER, new valve job, good cond. $1300. (714) 768-7876. (14/15)

Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquries invited. (213) 923-8883 or (213) 861-7721. (23/TFN)

I'll be sold this week
'78 Yamaha 400, nice trail bike set up for desert. $525 OBO. (714) 772-9336 after 6:00 p.m. (14/15)

Trackmaster dirt track frame
Braced by Wasco, 19" harness wheels with discs front and back, Ceriani RR forks, S&W shocks, seat & tank, extra sprockets. Had Honda Twin motor, mint cond., will pay shipping, $850.00. (206) 733-2509. (14/15)

New Jawa Speedway Engines
4 valve short stroke, $1425, long stroke, $1575. UNBEATABLE BARGAINS. (714) 492-9933. (14/15)



Wanted: Racers*Girlfriends*Pets
PICTURES OF ANYTHING
Send me a negative, slide, 8x10 or 11x14 picture and I'll send you a handcrafted wallclock for $25.95. Send to PIC-CLOCK, 16470 Royal Hills Dr., Encino, Calif. 91436. (213) 990-6649. (14/15)

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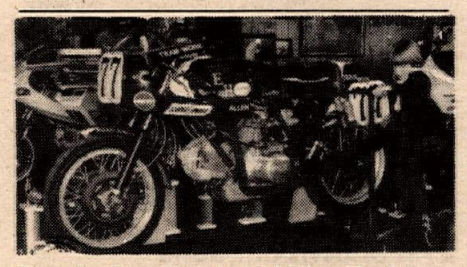

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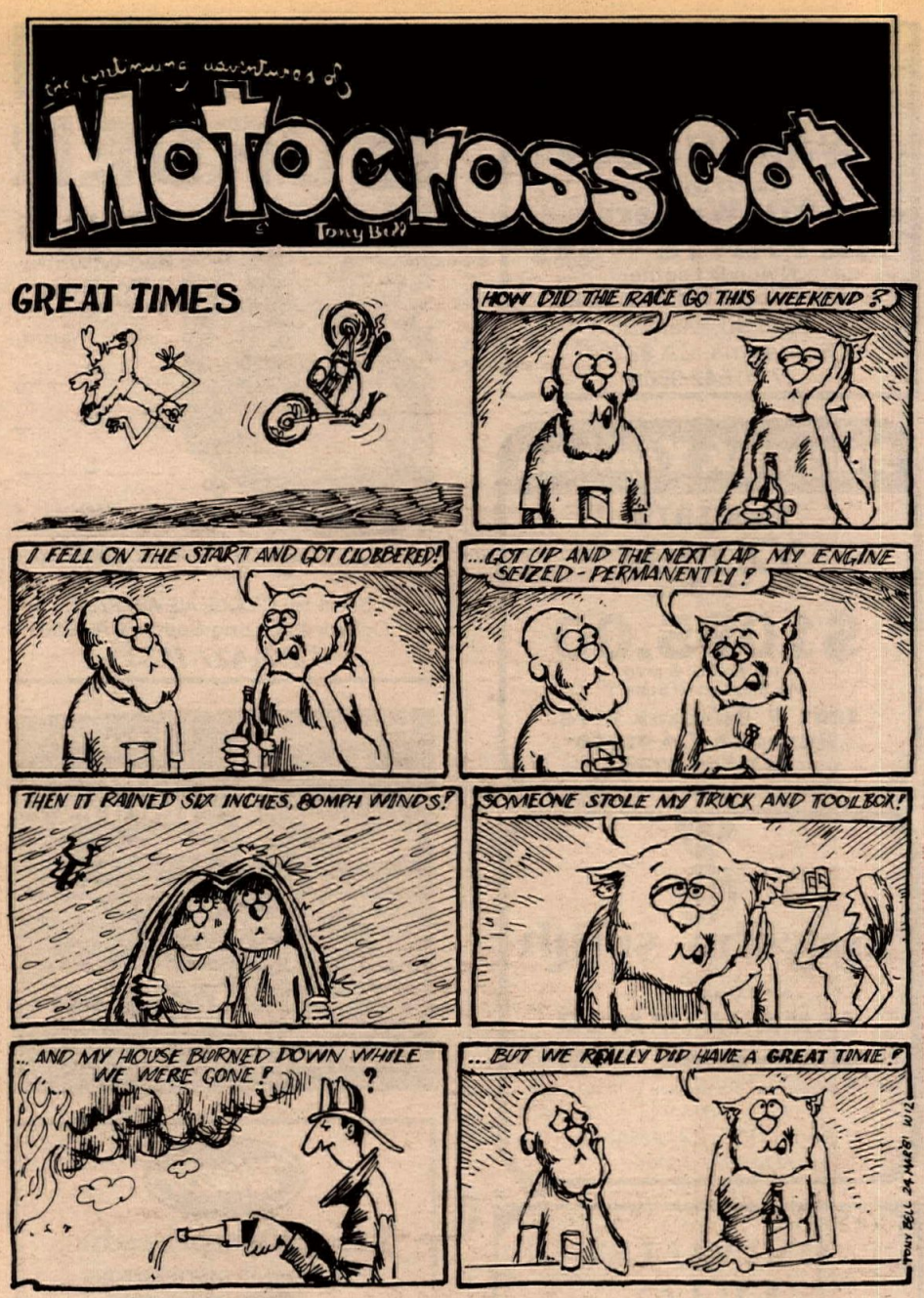

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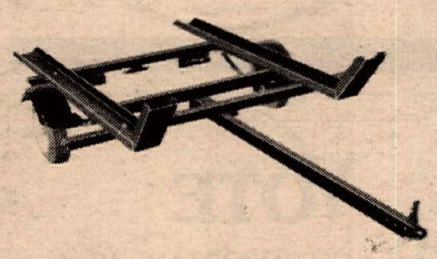

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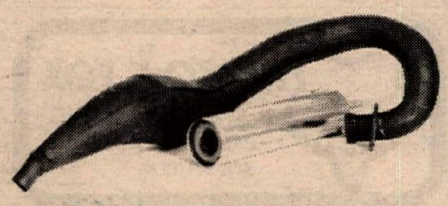

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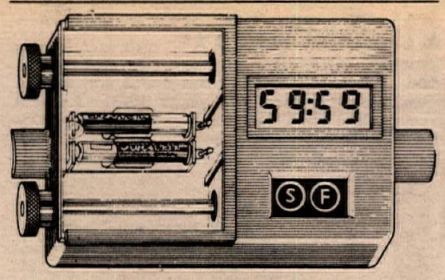

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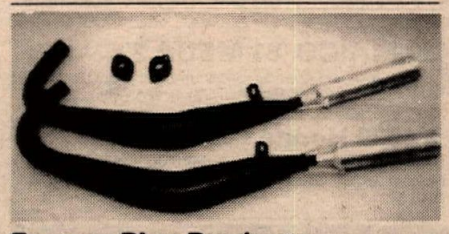

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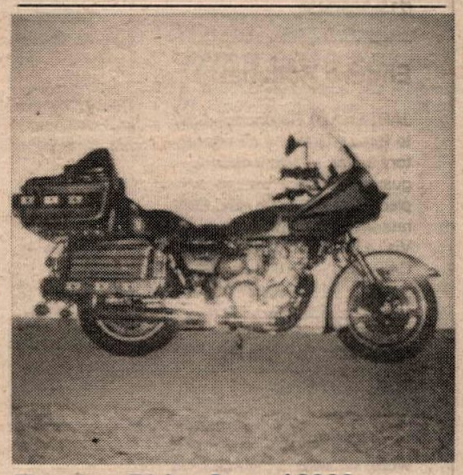

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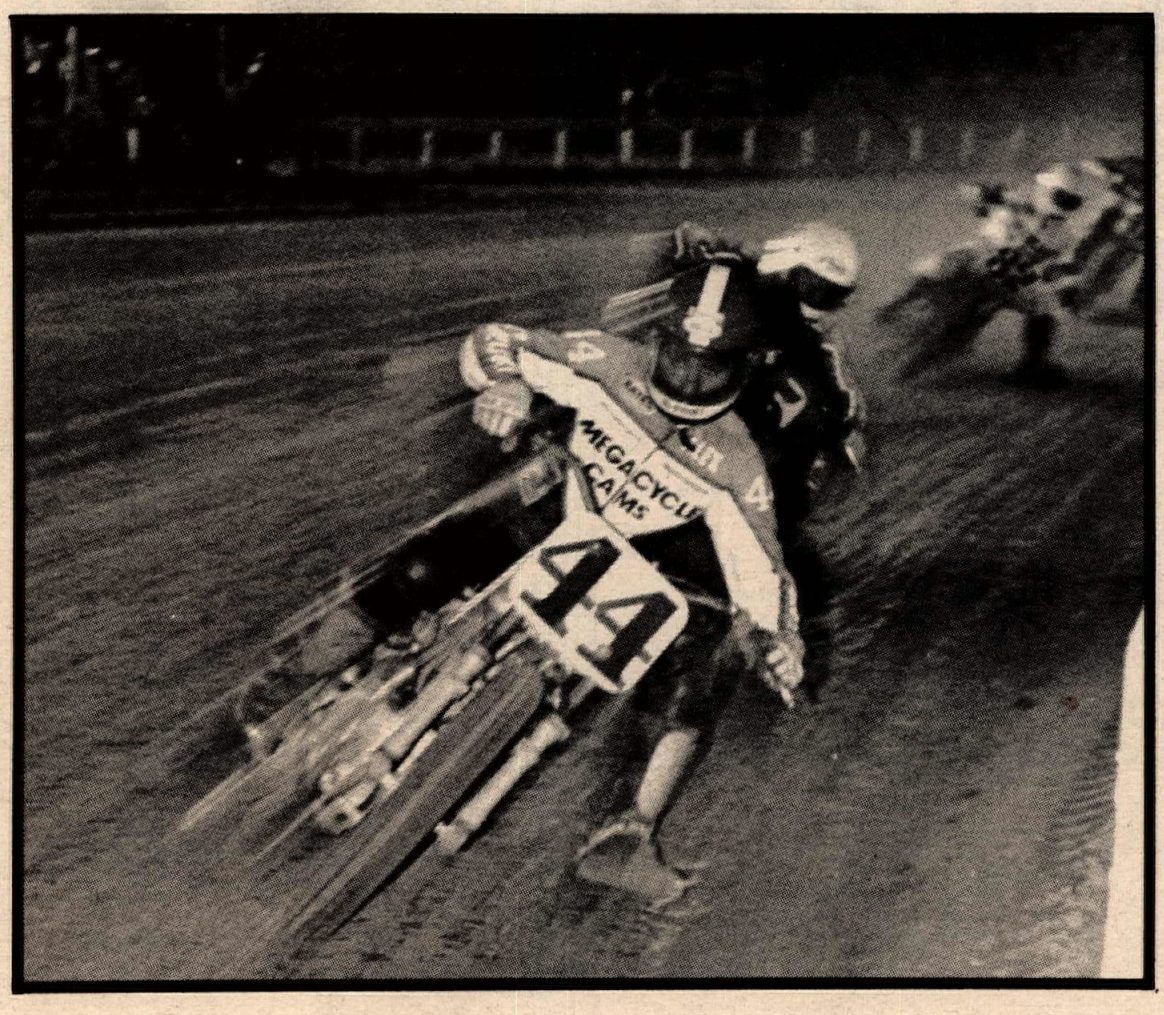

Alex Jorgensen wasn't thinking about Cycle News when he rode to victory last Saturday night. But we sure were thinking about him!

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